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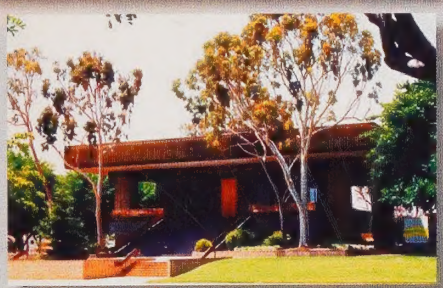

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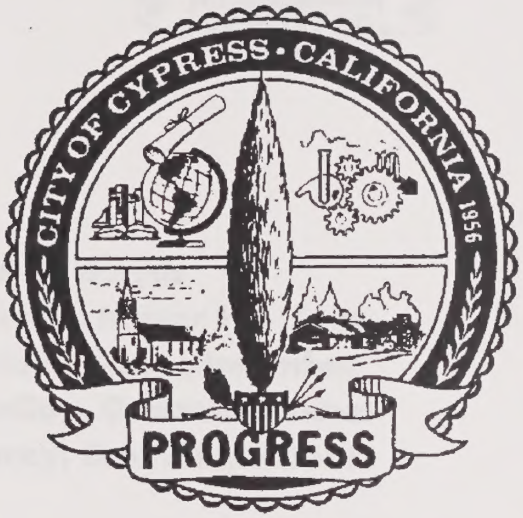
CITY OF CYPRESS
FINAL

GENERAL PLAN UPDATE
(VOLUME I)



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I. Introduction to the General Plan

I. INTRODUCTION TO THE GENERAL PLAN

The Cypress General Plan is the primary source of long-range planning and policy direction that will guide growth and preserve the quality of life within the community. The future of Cypress, like that of all cities, will be the result of past and current decision making by those who have a local role in the development process, including residents, property and business owners, elected officials and City staff. The 2000 General Plan Update supersedes the 1993 General Plan Update and is based upon the community's vision for Cypress and expresses the community's long-term goals. Implementation of the Cypress General Plan will ensure that future projects and improvements are consistent with the community's goals, policies and objectives.

COMMUNITY PROFILE

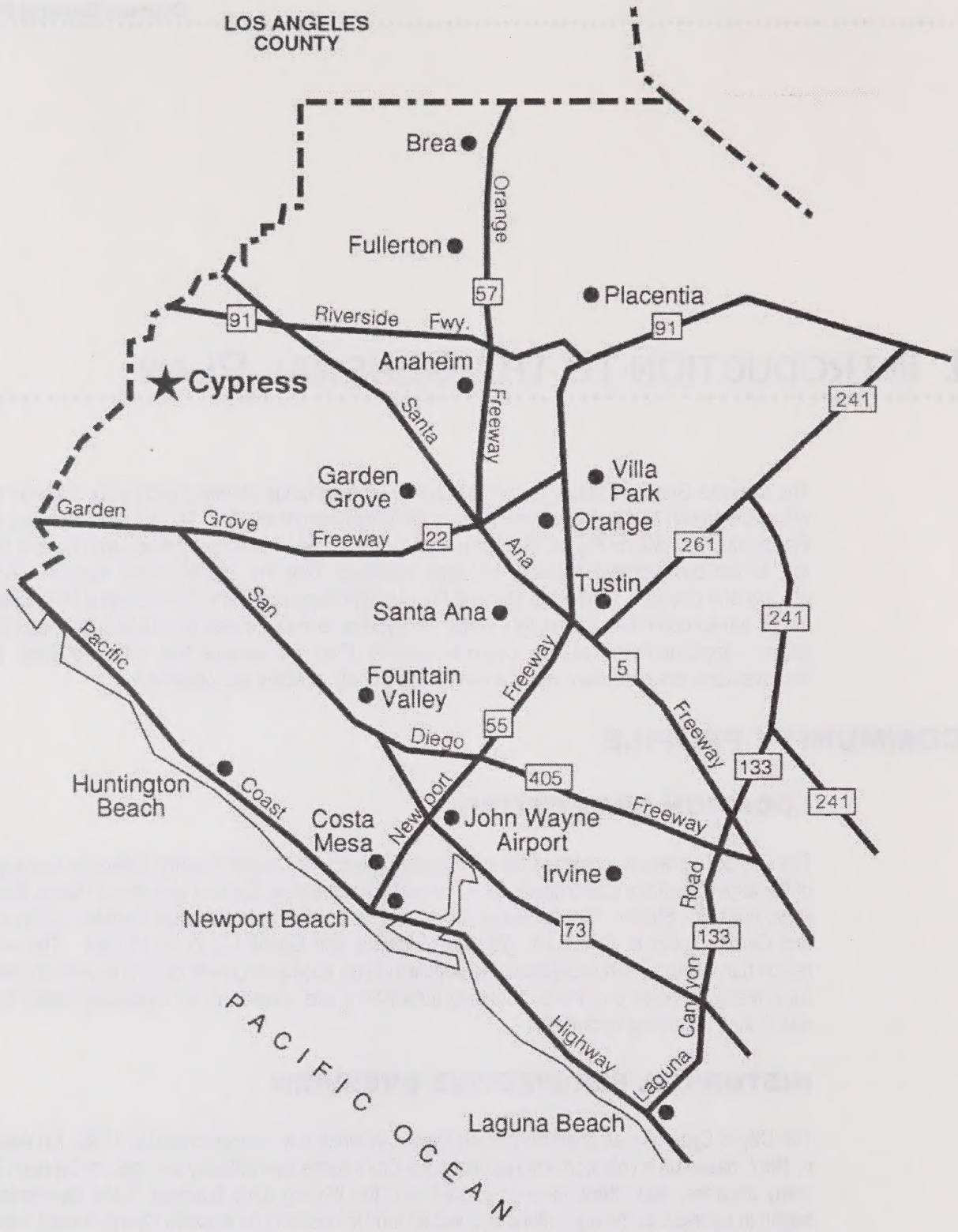
LOCATION AND SETTING

The City of Cypress is located in the northwestern portion of Orange County, California and is part of the larger Southern California region. The cities which border Cypress include La Palma, Buena Park, Anaheim, Stanton, Garden Grove, Los Alamitos, Long Beach, Hawaiian Gardens, Lakewood, and Cerritos (refer to Exhibit I-1, *Regional Location*, and Exhibit I-2, *Local Vicinity*). The entire region has witnessed an unprecedented population and economic growth during the past 50 years. As a result, Cypress and the surrounding jurisdictions are situated in an urbanized environment with limited remaining vacant land.

HISTORICAL PERSPECTIVE OVERVIEW

The City of Cypress was originally named Dairy City when it was incorporated in 1956. On August 6, 1957, based on a vote from the residents, the City's name was officially changed to Cypress. For many decades, agricultural uses co-existed with the thriving dairy business. Land development began in Cypress as the agricultural and vacant land in eastern Los Angeles County transitioned to residential, commercial, and industrial uses.

In the 1960's the Cypress City Council modified the City's Land Use Element and Zoning in order to increase interest in residential development throughout the community. Cypress transformed to a suburban city during the 1960's and 1970's as housing demands increased in the region and agricultural uses were forced to relocate to outlying areas.



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CITY OF CYPRESS GENERAL PLAN

Regional Location

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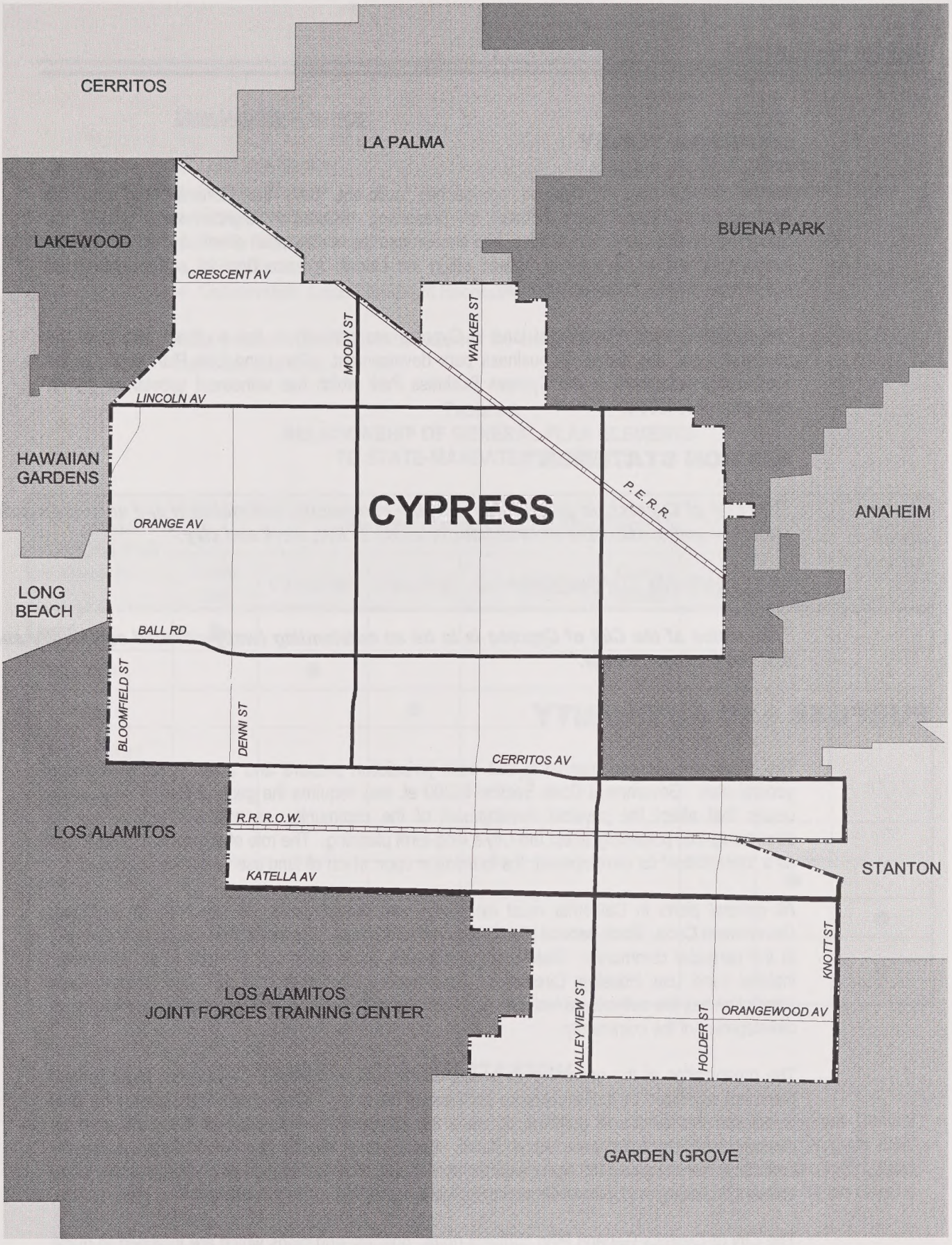
Exhibit I-1



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CITY OF CYPRESS GENERAL PLAN

Local Vicinity

Exhibit I-2

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JN: 10-100277
October 5, 2001

CYPRESS TODAY

Today, as the City of Cypress approaches build-out, both the General Plan and the Redevelopment Plans have focused on preserving residential neighborhoods, guided the remaining development opportunities, and encouraged the revitalization of selected areas. Recent revitalization efforts have been focused along the Lincoln Avenue Corridor and neighborhood commercial centers throughout the City.

The remaining vacant parcels of land in Cypress are primarily in the southern portion of the community and are slated for business park development. The Land Use Plan supports the continued development of the Cypress Business Park which has witnessed substantial growth during the past 1990's.

MISSION STATEMENT

"The City of Cypress, in partnership with the community, will maintain and enhance a safe, attractive and sustainable environment in which to live, work and play."

VISION FOR CYPRESS

"The vision of the City of Cypress is to be an outstanding family-oriented community and premier business center."

PURPOSE AND AUTHORITY

The State of California mandates that each jurisdiction prepare and adopt a comprehensive general plan. Government Code Section 65300 et. seq. requires the general plan to address all issues that affect the physical development of the community, as well as land outside its boundaries that potentially affect the City's long-term planning. The role of a general plan is to act as a "constitution" for development, the foundation upon which all land use decisions are based.

All general plans in California must meet minimum requirements, as stipulated in the State Government Code. Each general plan is required to address State mandated issues as they apply to the particular community. State mandated issues, more commonly referred to as "elements," include: Land Use; Housing; Circulation; Open Space; Conservation; Noise; and Safety. Each jurisdiction has the authority to include additional elements if the issue is important to the long-term development of the community.

The organization of the general plan is also determined by the local jurisdiction. Most general plans are organized by individual issue sections, or elements. Although the State allows the local jurisdiction the latitude to combine or place the elements in any order, all elements must be internally consistent and have equal status. Equal status means that each element is equally important, thereby giving the same authority to the Land Use Element as to the Noise or any other element, including any optional elements the local jurisdiction elects to include in their general plan.

The City of Cypress General Plan contains goals, policies, and plans which are intended to guide land use and development decisions. The General Plan consists of a Land Use Policy Map and the following elements, or chapters, which together fulfill the state requirements for a General Plan:

State Mandated Elements:

- Land Use Element
- Housing Element
- Circulation Element
- Safety Element
- Noise Element
- Conservation, Open Space and Recreation Element

Optional Elements:

- Air Quality Element
- Growth Management Element

Table I-1 shows the relationship between the elements of the Cypress General Plan and the state-mandated elements.

Table I-1
RELATIONSHIP OF GENERAL PLAN ELEMENTS
TO STATE-MANDATED ELEMENTS

Cypress General Plan Elements	State-Mandated General Plan Elements							Optional Elements
	Land Use	Circulation	Housing	Conservation	Open Space	Safety	Noise	
Land Use	●							
Circulation		●						
Housing			●					
Conservation/ Open Space/ Recreation				●	●			
Safety						●		
Noise							●	
Air Quality								●
Growth Management								●

SUPPORTING DOCUMENTATION

Several supporting documents were produced during the development of the Cypress General Plan Update, including the General Plan Program Environmental Impact Report (Program EIR). Other technical reports used in preparing the Plan include those for noise, traffic/circulation, fiscal issues and housing. These documents provide substantial background information for the General Plan.

The Program EIR for the Cypress General Plan Update is available under a separate cover. Environmental clearance documentation is required for all projects, including planning documents, pursuant to the California Environmental Quality Act and guidelines (Public Resources Code 21000 et. seq. and California Code of Regulations 15000 et. seq.). The purpose of the EIR is to ensure

that citizens and public officials are aware of the environmental implications of the policies and programs in the General Plan.

PLAN ORGANIZATION AND USE

The General Plan is comprised of this Introduction and 8 elements. Each element is complete in itself, but is an integral part of the General Plan. Each of the 8 General Plan elements is organized according to the following format: 1) Introduction; 2) Existing Conditions; 3) Key Issues; 4) Plan; and 5) Goals and Policies.

The Introduction of each element describes the focus and the purpose of the element. The relationship of the element to other General Plan elements is also specified.

The Existing Conditions subsection describes the existing environment in relation to the element. For example, the Noise Element describes the noise conditions throughout the City and how noise is generated.

The Key Issues subsection describes the background information pertaining to each element. In addition, if there are any State or Federal plans which are relevant to the element, this section contains a brief description of the plan and what the City needs to do in order to comply with the plan.

Each element also contains a Plan section. The Plan provides an overview of the City's course of action to implement the identified goals and policies. For example, the Land Use Element contains a "Land Use Plan" indicating the types and intensities of land use permitted in Cypress. The Circulation Element contains a "Circulation Plan" describing the overall circulation system required to meet the future needs of Cypress. Whenever possible, the Plan contains illustrative maps, diagrams and tables.

The final section of each element is the Goals and Policies for the City. The goals are overall statements of community desires and are comprised of broad statements of purpose or direction. The policies serve as a guide to the City Council, and City Staff in reviewing development proposals and making other decisions that affect the future growth and development of Cypress.

The organization of the General Plan allows users to turn to the section that interests them and quickly obtain a perspective on the City's policies on the subject. However, General Plan users should realize that the policies in the various elements are inter-related and should be examined comprehensively. Policies are presented as written statements, tables, diagrams, and maps. All of these policy components must be considered together when making planning decisions.

OVERVIEW OF THE GENERAL PLAN

ORGANIZATION

The Cypress General Plan is organized in a traditional element oriented format. The elements, however, are organized into functional chapters. Each of the elements includes a statement of authority, a summary of existing conditions, and the goals and policies pertaining to the subject matter. The goals and policies represent the City's position related to the future development and improvements in Cypress.

DESCRIPTION OF THE PLAN

The Cypress General Plan established a blueprint for the City's long-term policies, improvements and development. The overall intent of the General Plan is to direct daily City actions, through policy statements, toward improving and maintaining a socially cohesive, economically viable, and physically attractive community. A long-range plan is essential to ensure the citizens' health, safety, and welfare are maintained at exceptional levels. To this end, the Cypress General Plan is the document that addresses the issues that potentially threaten the quality of life for City residents and businesses.

LAND USE ELEMENT

Land use planning exemplifies the City's desire to maintain its distinctive image and sound economic base. The Land Use Element's goals and policies and land use designations are intended to promote the economic vitality of the City, while maintaining the exceptional quality of life that the residents expect. Additionally, the Land Use Element provides a focused discussion of economic development issues, as well as includes goals and policies to ensure long-term economic development throughout the City.

CIRCULATION ELEMENT

The Circulation Element establishes a roadway system that will adequately meet the buildout needs of the City. Additionally, the Circulation Element includes policies for bike lanes, street improvements, and other transportation issues.

HOUSING ELEMENT

The Housing Element provides programs and policies that will assist the City in meeting the State and region's goals of providing affordable housing to all socio-economic segments of the population. The Element discusses citywide housing and population demographics, regional fair-share housing allocations, and implementation mechanisms to assist the City in providing a full range of housing opportunities.

CONSERVATION, OPEN SPACE AND RECREATION ELEMENT

The Conservation Element assures the protection of natural resources; such as water, soils, wildlife, minerals and other natural resources. In addition, the Conservation Element is designed to prevent against the wasteful exploitation, degradation, and destruction of these natural resources. The Open Space Element identifies and protects open space that is left undeveloped for public health and safety reasons such as flood protection, and preserves open space that is used for natural resources. The Recreation Element identifies planned park and recreation facilities designed to support the needs of Cypress' population.

SAFETY ELEMENT

The Safety Element helps protect the community from natural and man-made hazards. Natural hazards include flooding, earthquakes, ground rupture, and landslides. Man-made hazards can result from hazardous and toxic materials, fires, crime, and aircraft overflight. Ultimately, the Safety Element concentrates on reducing death, injuries, property damage, and economic and social dislocation resulting from these hazards.

NOISE ELEMENT

The Noise Element of a general plan is a comprehensive program for including noise control in the planning process. It is a tool for achieving and maintaining environmental noise levels compatible with land use. The Noise Element focuses on the location of noise generating land uses in proximity to residential, recreational, and other noise sensitive land uses, and provides policies to alleviate potential impacts due to the noise.

AIR QUALITY ELEMENT

The Air Quality Element is intended to protect the public's health and welfare by implementing measures that allow the South Coast Air Basin to attain federal and state air quality standards. In addition, the Element contains provisions to address new air quality requirements.

GROWTH MANANAGEMENT ELEMENT

The purpose and intent of this Element is to mandate that growth and development is based upon the City's ability to provide an adequate circulation system and public facilities. The Growth Management Element is designed to ensure that the planning, management and implementation of traffic improvements and public facilities are adequate to meet the current and projected needs of the City.

ADMINISTERING THE GENERAL PLAN

It is the intent of the City Council to implement this General Plan by establishing annual planning goals based on the Plan, developing implementing ordinances and regulations, and providing the requisite staff resources. The City Council is also mindful that its intention to implement this General Plan is based on the availability of funding and that some goals, policies, and programs might not be achieved if funds are unavailable.

Once adopted, the General Plan does not remain static. As time goes on, the City may determine that it is necessary to revise portions of the text or add policies or programs to reflect changing circumstances or philosophy.

State law provides direction on how cities can maintain the General Plan as a contemporary policy guide: it requires each planning department to report annually to the City Council on "the status of the plan and progress in its implementation" (§65400[b]). The City Council may respond to the planning department review by setting goals for the coming year. In addition, the City should review the Plan every five years to determine whether or not its content and policies are still appropriate and consistent with community values and conditions.

AMENDING THE PLAN

It is necessary to periodically review, update and revise the General Plan as the City and its resources are developed. State law permits General Plan amendments up to four times per year for each mandatory element (Government Code §65358[b]). Optional elements are permitted by State law (Government Code §65303), and once adopted, the optional elements carry the same legal weight as the seven mandated elements. However, State law does not specify any limitations regarding the number of times an optional element can be amended per year.

In addition, the State recommends short-term portions, such as the implementation program, of the General Plan be reviewed on an annual basis (Government Code §65400[b]) and that the entire document be thoroughly reviewed every five years, and revised as necessary.

RELATION TO OTHER DOCUMENTS

The City regulates the use of property within its jurisdiction through the General Plan and zoning, subdivision, and building regulations for the purpose of promoting the health, safety, and welfare of the public. The General Plan is a legal document, adopted by the City Council, which concerns development and redevelopment in the City. Other legal documents are also adopted by the City Council and affect development in the City. They include the Zoning Ordinance, Specific Plans, and building regulations. The General Plan is the guiding document for all other land use regulations. Following adoption of the General Plan, any regulations in the zoning, subdivision, building, and other ordinances that are not consistent the Plan will be amended to insure consistency.

The Zoning Ordinance is one of the many programs that implement the General Plan. It is more detailed than the Plan and regulates development lot-by-lot, based on the General Plan's goals, policies, and land use map. The Zoning Ordinance divides the City into districts, or zones, that specify allowable uses for real property, and size restrictions for buildings within these districts and other factors.

The Specific Plans regulate and control the design and improvement of areas which are designated within the Specific Plan areas. All Specific Plans within the City must remain consistent with the General Plan and the subsequent General Plan Updates.

II. Land Use Element

II. LAND USE ELEMENT

INTRODUCTION TO THE LAND USE ELEMENT

Cypress began as a small dairy community established as a result of the inception of Pacific Electric's Santa Ana rail line in 1903. Soon after the City's incorporation in 1956, Cypress began a period of rapid development; predominantly the development of single-family subdivisions. The master-planned Cypress Business Park began to flourish in the mid-1970s and 1980s, providing significant employment opportunities for the City's then 40,000 plus residents. An extensive parks and recreation system has been developed to serve City residents and workers, contributing to the well-balanced community Cypress has become.

As Cypress continues to mature, this Land Use Element will serve as the City's long-range guide for making land use decisions regarding the City's physical development.

PURPOSE

The scope and content of the Land Use Element is governed by State law (Section 65302(a) of the Government Code).

The Land Use Element and the Land Use Policy Map represent two very important components of the General Plan. Together, they establish the overall policy direction for land use planning decisions in the City. The Land Use Policy Map displays graphically the location and distribution of land use in Cypress, whereas the text of the Land Use Element describes the form these uses will take, as well as the programs the City will pursue to implement the land use goals.

Goals and policies set forth in the Land Use Element shape and reflect the policies and programs contained in the other General Plan elements. For example, the street system and circulation improvements described in the Circulation Element are designed to accommodate the intensity of use allowed by land use policy. Housing Element programs focus on neighborhood stabilization and rehabilitation of housing units.

The Land Use Element is divided into seven sections: Introduction, Relationship to Other Plans and General Plan Elements, Relationship of Existing Plans and Programs to Citywide Economic Development Efforts, Summary of Existing Conditions, Key Land Uses, Description of the Land Use Plan, and Goals and Policies.

RELATIONSHIP WITH OTHER PLANS AND GENERAL PLAN ELEMENTS

RELATIONSHIP TO OTHER PLANS

Due to the comprehensive nature of the Land Use Element, land use issues are not addressed in the same detail as they might be in certain physical planning documents, plans, and ordinances the City may adopt. The land use categories described in the Land Use Plan section of this element indicate general categories of allowed uses and development intensities within each land use category. Other documents, including the zoning ordinance, specific plans, and redevelopment plans, establish more specific regulations and policies influencing development. These are discussed below.

In addition to locally adopted plans, ordinances, and regulations, a number of regional plans also affect the City. Regional planning agencies such as the Southern California Association of Governments (SCAG) recognize that planning issues extend beyond the boundaries of individual cities. Efforts to address regional planning issues such as affordable housing, transportation, and air pollution have resulted in the adoption of regional plans which affect Cypress. Relevant regional plans are discussed briefly at the end of this section to indicate the relationship of those plans to this General Plan.

City of Cypress Zoning Ordinance The Zoning Ordinance establishes land use districts in which specific regulations apply, such as density, height, size, and development character. The Ordinance consists of two primary parts: a map that delineates the boundaries of zoning districts; and text that explains the purpose of the district, specifies permitted, conditional and accessory uses, and establishes development and performance standards.

As a charter city, Cypress has no explicit requirement to ensure that its legislative enactments, including zoning, are consistent with the general plan. However, in the interest of sound planning, Cypress has and will make every effort to ensure consistency. Each of Cypress' general plan land use categories corresponds to one or more zoning districts. The relationship between the zoning and general plan land use categories is shown in Table LU-9, *General Plan/Zoning Relationship*, in the Land Use Designations section of this Element.

Specific Plans Specific Plans are designed to implement General Plan goals and policies by designating land uses, densities, development and design standards in more specific detail. This is accomplished by designating specific locations and intensities for land uses and specific development standards and design guidelines. A specific plan is able to address smaller areas that have unique qualities and require focused planning attention. A specific plan may be designed to implement any of a general plan's elements.

Cypress has adopted six specific plans which provide development guidelines for the Cypress Business Park: Cypress Corporate Center Specific Plan; McDonnell Center Specific Plan; Warland/Cypress Business Center Specific Plan; Cypress View Limited Specific Plan; Cypress Business and Professional Center Specific Plan; and the Lusk Company Industrial Park. In addition, the City has adopted four other specific plans – one to guide the development of the Sorrento Homes project, two to guide development in focused areas on Orange Avenue, and another to guide the development and design of projects along Lincoln Avenue. The boundaries of each specific plan area are delineated on Exhibit LU-4, *Land Use Policy Map,* at the end of this Element.

Redevelopment Plans The State legislature has enacted laws that allow cities and counties to adopt redevelopment plans that are intended to revitalize and rehabilitate blighted areas. Redevelopment plans provide a means for government agencies to encourage private reinvestment in blighted areas through initial government assistance.

Redevelopment is intended to eliminate deficiencies and to cause the comprehensive planning, redesign, and reconstruction of specific areas in order to facilitate a higher and better utilization of land. It is also intended to increase construction activities and employment opportunities. An additional goal of redevelopment is to provide economic stimulation through commercial growth and expansion.

Cypress has adopted redevelopment plans for three areas: the Civic Center, Lincoln Avenue, and Los Alamitos Race Track and Cypress Golf Course (refer to Exhibit LU-1, *Redevelopment Project Areas*).

- The Civic Center Redevelopment Project Area was originally adopted in 1982 and amended in 1988 to encompass the Texaco Tank Farm property. The Plan seeks to establish a focal point for the Civic Center area, and to provide public uses to serve the community.

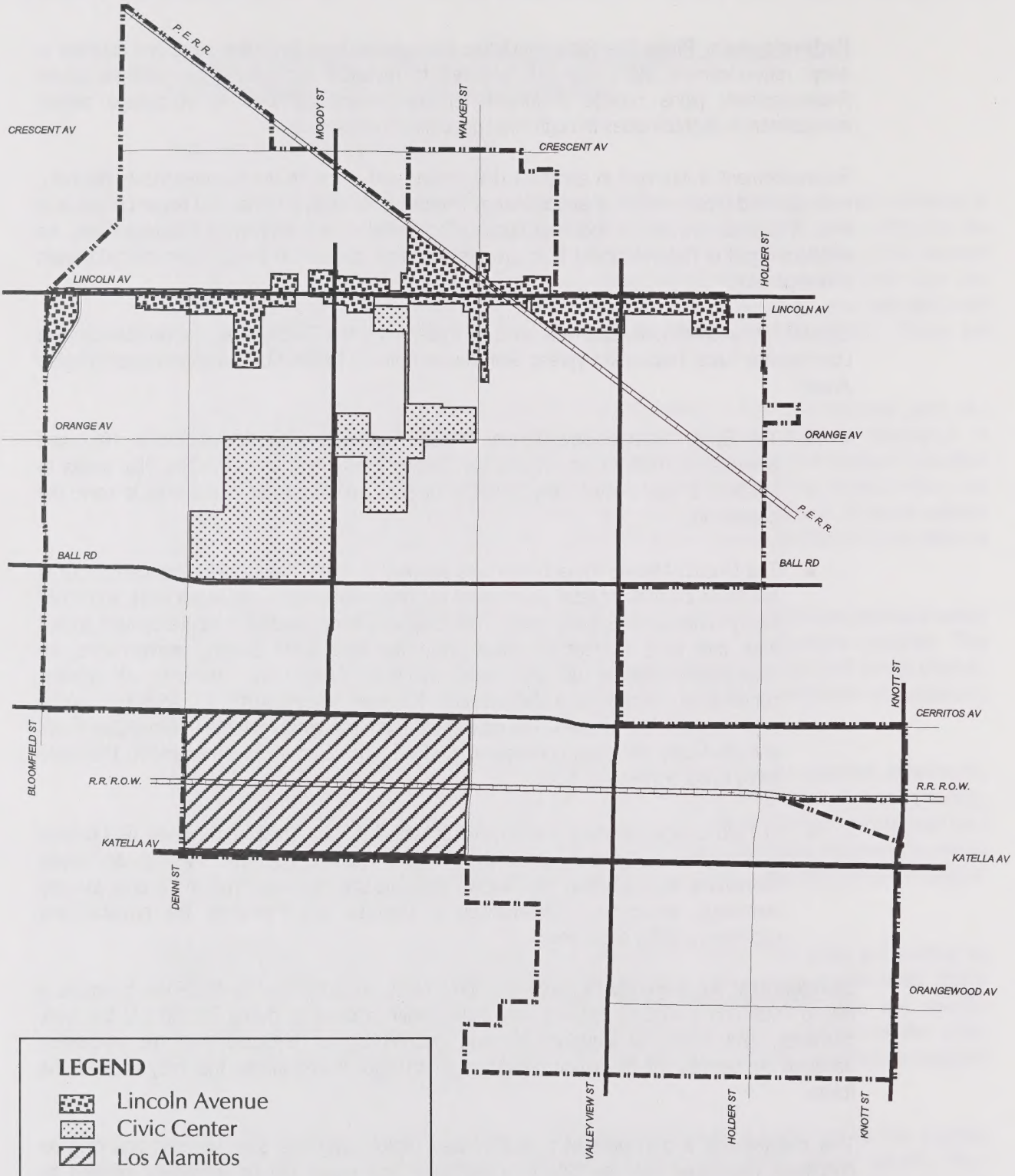
- The Lincoln Avenue Project Area was adopted in 1990. The Lincoln Avenue corridor is lined with a variety of retail commercial establishments, some residential units, and a few heavy commercial establishments. The area was designated as a redevelopment project area due to a number of issues including: inadequate building maintenance, an incompatible mixture of land uses, defective design and character of physical construction, economic maladjustment, irregular parcelization, and deficient public improvements and facilities. The goal of the Plan is to create a more economically viable and physically attractive commercial corridor. The Lincoln Avenue Specific Plan also helps to accomplish this goal.

- In 1990, a redevelopment plan for the Los Alamitos Race Track and Cypress Golf Course was adopted. The primary goal of the plan is to facilitate circulation, drainage, and sewer improvements. In addition, the Plan will stimulate construction activity in the area, thereby increasing employment opportunities in Cypress and improving the physical and economic viability of the area.

Development Agreements Development agreements are authorized by State law to enable a city to enter into a binding contract with a developer in order to define for the city the type, character, and quality of development and guarantee the developer that the necessary development permits will be issued regardless of changes in regulations that may occur in the future.

This ensures that a developer of a multi-phased project who has based project financing on conditions negotiated with the City at a particular time would not be adversely affected by subsequent change in regulations that might otherwise effect the project. This, in turn, enables the City to obtain additional contributions and benefits from the developer.

Cypress has currently entered into five development agreements: Cypress Business and Professional Center, Cypress Corporate Center, Warland/Cypress Business Center, Sorrento Planned Community (which has been built), and Olson residential development. Each of these agreements acts as an implementation tool for the adopted specific plan for each area, providing



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CITY OF CYPRESS GENERAL PLAN

Redevelopment Project Areas

Exhibit LU-1

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the developer vested rights to proceed with the land use plan and development standards for the project area. Benefits to the City from these development agreements have included, but are not limited to: refurbishment of the golf course and race track, provision of permanent flood control facilities, dedication of land for parks, and provision of landscaped berms and parkways.

Airport Environs Land Use Plan (AELUP) The Joint Forces Training Center (JFTC) Los Alamitos (formerly referred to as the Armed Forces Reserve Center (AFRC) Los Alamitos) is located south of Cypress in the City of Los Alamitos. The prevailing approach path for the facilities at the Joint Forces Training Center traverses the southern portion of Cypress, primarily over the Business Park. The JFTC is basically a military helicopter reserve training facility with occasional operations by fixed wing transient military and civil support aircraft.

Cypress has the sole authority to regulate land uses within the airport's flight approach and the planning area established by the Airport Land Use Commission (the 100:1 FAA imaginary surface) to protect the public's safety and welfare (refer to Exhibit SAF-7 in the Safety Element). Land uses that are appropriate for this area fall within general advisory guidelines established by the Airport Land Use Commission (ALUC). Recommendations include prohibiting residential development in noise impacted areas and avoiding excessively tall buildings or large concentrations of people in areas detrimental to an airport's operation.

The ALUC for Orange County has adopted an Airport Environs Land Use Plan (AELUP). The AELUP seeks: 1) to protect the public from the adverse effects of aircraft noise (to ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents), and 2) that no structures or activities adversely affect navigable airspace.

City and county general plans must be consistent with the AELUP unless specific findings can be made by the local legislative body. State law grants review powers to the ALUC involving the following actions of local agencies within the planning boundaries:

- Amendment of a City's General Plan;
- Amendment of a City's Specific Plan;
- Adoption of Zoning Ordinances; and
- Adoption of Building Regulations.

Prior to amending a general plan or specific plan, the involved locality must submit the proposal to the ALUC for review. In terms of assessing consistency between local general plans and the AELUP, the ALUC focuses on the following three areas: noise, safety, and building height. The Noise and Safety Elements address these issues; building height is also addressed in the Cypress Zoning Ordinance and Specific Plans for the Business Park. The following building criteria are utilized as part of the County's AEULP consistency review procedures:

- Does the agency have a map or other graphic that depicts imaginary surfaces for the airports which impact the City?

- Are there policies in the General Plan that reference FAA studies and clearances?

Regional Plans In the latter half of the 1980s, growing regional concern and legislation regarding traffic, air pollution, rising housing costs, and other issues affecting the Southern California community as a whole led the Southern California Association of Governments (SCAG) to prepare comprehensive regional plans to address these concerns. Three plans that affect planning in Cypress include SCAG's Regional Mobility Plan, Growth Management Plan, and the Air Quality Management Plan prepared by the South Coast Air Quality Management District (SCAQMD).

These three plans are intended to work in concert to help reduce traffic congestion and pollutant levels throughout the greater Los Angeles basin.

The General Plan includes relevant policies and programs that reflect and respond to SCAG's and SCAQMD's regional goals. In particular, policies in the Land Use and Housing Elements address regional jobs/housing balance objectives, the Circulation Element contains programs aimed at reducing traffic congestion, the Housing Element discusses Cypress' role in providing affordable housing, the Growth Management Element addresses the need to balance growth with infrastructure capacities, and the Air Quality Element outlines the City's efforts to participate in programs aimed at improving regional air quality.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The Cypress General Plan contains eight elements. Each element examines a specific issue area, such as land use, circulation, safety, or noise. Despite the subject division, each element's content may partially overlap with another element's content. The relationship between the Land Use and Housing, Circulation, Open Space/Conservation/Recreation, Noise, Air Quality, Safety, and Growth Management Elements is described below.

The Cypress Land Use Element sets forth standards that specify levels of residential, commercial, and industrial development intensities. By defining the extent and density of future residential development in Cypress, the Land Use and Housing Elements jointly work to meet the community's share of regional housing needs.

The Land Use Element is coordinated with the Circulation Element and the Conservation/Open Space/Recreation (COSR) Element. As population increases gradually over time, additional services and facilities are needed to accommodate the new growth. Improvements to the City's transportation network and recreation facilities are examples of some of the improvements that will need to occur. Cypress' Circulation and COSR Elements outline needs, opportunities, and deficiencies which correspond to the development permitted within the Land Use Element.

Policies and implementation measures contained in the Land Use Element are also partially derived from safety and health concerns delineated in the COSR, Noise, Air Quality, and Safety Elements. For example, the COSR and Safety Elements identify areas that should remain undeveloped because of flooding, geologic instability, and other safety concerns. Right-of-ways are established in the Land Use Element to create safety zones to protect the public's safety and welfare. Similarly, sensitive receptors (hospitals, schools) are identified in the Noise and Air Quality Elements because they are the most affected by noise and air pollution conditions. The Land Use Element utilizes this information to generally locate sensitive receptors away from primary noise and air pollution contributors.

In addition, growth patterns established in the Growth Management Element provide input for the Land Use Element in guiding Cypress' future development. Combined, all of these issues influence development in the community, as the Land Use Element utilizes information presented in other elements to position land uses a safe distance from hazards and to provide sufficient services for new development.

RELATIONSHIP OF EXISTING PLANS AND PROGRAMS TO CITYWIDE ECONOMIC DEVELOPMENT EFFORTS

The following overview summarizes past and present economic development efforts that provide a solid base upon which to build future programs in the City of Cypress.

City of Cypress 1998 Strategic Plan. In May 1998, the City Council and Staff participated in a strategic planning orientation. This orientation provided an introduction and overview of strategic planning, its purpose and merits. In July 1998, a Focus Group comprised of randomly selected Cypress residents and another comprised of Cypress businesses representing a cross section of the community were convened. These focus groups were an important element in the strategic planning effort by providing an opportunity for the community to comment about City services and programs and offer insight into community desires for change in the future.

At the request of the City Council, a Citizen Satisfaction Survey was incorporated into the strategic planning project. The survey indicated which public services residents and businesses were most and least satisfied with. Additional information about City programs and services was provided by City Staff along with an analysis to identify internal strengths and weaknesses, as well as external opportunities and threats to consider when developing plans for the future.

As part of the Strategic Plan, the Mission and Vision Statements of the City of Cypress were established. The Vision Statement said: "The vision of the City of Cypress is to be an outstanding family-oriented community and premier business center." Three-year goals were developed in conjunction with the Strategic Plan as follows:

- Increase retail, restaurant and entertainment uses;
- Complete the Lincoln Avenue streetscape and promote revitalization;
- Develop and begin to implement a plan for adequate replacement funds for public facilities and infrastructure;
- Maintain and improve public safety; and
- Enhance youth, senior, family and community programs and recreational facilities.

Capital Improvement Program. Each year, portions of the City, Recreation and Park District and Redevelopment Agency budgets are devoted to projects that maintain and improve the City's infrastructure of streets, storm drains, sewers, traffic signals, buildings and park facilities. The current Capital Improvement Program (CIP) for fiscal years 1999-2000 through 2005-2006 appropriates $19.4 million for the seven-year period.

The goal of the City of Cypress' seven-year CIP is to identify all facility upgrades, infrastructure maintenance or new construction of facilities, along with their funding sources, so that the City can have a financial plan to meet those needs. In addition, it provides the means to effectively prioritize projects based on the health, safety and welfare of Cypress' residents and businesses, when the financial resources are not available to fund all of the City's needs. The CIP program ensures that Cypress will continue to maintain its distinctive high quality appearance for years to come.

Redevelopment Plans. Cypress has adopted redevelopment plans for the following three areas to provide implementation tools to facilitate economic and residential development: the Civic Center (1982), Lincoln Avenue (1990), and the Los Alamitos Race Track and Cypress Golf Course (1990). Among the implementation tools are financing incentives and facilitating revitalization through assistance in lot consolidations and targeted public improvements, including streetscapes, roads and signalization, and other public services.

Lincoln Avenue Specific Plan. In addition to the redevelopment plan, the Lincoln Avenue Specific Plan was completed and adopted by the City Council in 1999. The specific plan divides the corridor into specific land use districts and provides detailed development standards and design guidelines that are unique to the needs and character of the district. The City has completed an important streetscape improvement project that significantly upgraded the visual image of the Lincoln Avenue corridor. With the specific plan and the streetscape amenities in

place, as well as efforts to revitalize and intensify housing development along the corridor, Lincoln Avenue becomes a key location for economic development and is positioned for significant changes in the future.

Cypress Business Park and Professional Center Specific Plan Another area that is targeted for significant economic development is around the Los Alamitos Race Track along Walker Street and Katella Avenue. The Cypress Business and Professional Center Specific Plan was established to provide comprehensive guidance and regulations for the development of approximately 298.2 gross acres within the City of Cypress. The Specific Plan will carry out the Land Use Plan which proposes approximately 11.8 acres of Mixed Use Business Park; 33.4 acres of Professional Office; 21.2 acres of Professional Office and Hotel and Support Commercial uses; 8.2 acres of Mixed Use Business Park/General Retail commercial; 93.6 acres of renovated golf course and 130 acres of existing race track for a total of about 1.83 million square feet of building area. As mentioned above, this area is also has a redevelopment plan to provide economic development assistance.

Restaurant Feasibility Marketing Program As part of the ongoing effort to develop retail and entertainment uses consistent with the 1998 Strategic Plan, the City commissioned the generation of a "Restaurant Row Feasibility Study" to determine the demand for a restaurant oriented development within the Business Park area near the intersection of Walker Street and Katella Avenue. The study concluded that the market for middle and higher quality restaurants still has room for growth in Cypress and the surrounding area. Specifically, the study recommended that the City directly market the site to restaurants to gauge their interest in the location.

SUMMARY OF EXISTING CONDITIONS

This section describes existing land use characteristics in the City. Table LU-1, *Existing Land Use*, quantifies the amount of acreage devoted to each land use.

RESIDENTIAL

Cypress is a relatively young suburban community in northwestern Orange County. Residential land uses constitute the majority of development, comprising approximately 38 percent of the City's total acreage. Typical housing types include low density single-family homes, small multi-family projects, higher density apartments and condominiums, and mobile homes.

LOW DENSITY RESIDENTIAL DEVELOPMENT

Single-family homes account for approximately three-quarters of the total land occupied by residential uses with a total of 9,876 single-family detached units as of January 1, 2000.[1] The majority of the City's low density single-family neighborhoods were constructed during the 1960s as Cypress' land converted from agricultural uses to large tracts of single-family homes. The low density neighborhoods are characterized by densities of up to five dwelling units per acre.

The northern portion of Cypress contains a unique rural residential neighborhood located in the vicinity of Gay and Denni Streets. Development in this area occurred under the County's standards, prior to annexation into the City in 1988. Lot sizes and public improvements in this area vary from

[1] Source: State of California, Department of Finance, *City/County Population and Housing Estimates*, January 1, 2000.

Table LU-1
EXISTING LAND USE

Land Use Designation	Existing Acreage (Developed)	Vacant[1]
Low Density Residential	1,160.70	1.30
Medium Density Residential	238.84	1.16
High Density Residential	187.36	4.64
Mobile Home	30.00	0.00
Subtotal	**1,616.90**	**7.10**
General Neighborhood Commercial	100.46	2.54
Race Track	129.00	0.00
Subtotal	**229.46**	**2.54**
Business Park	16.68	1.32
Light Industrial	6.00	0.00
Subtotal	**22.68**	**1.32**
Specific Plan	694.22	120.78
Subtotal	**694.22**	**120.78**
Government	11.00	0.00
Education	273.00	0.00
Cemetery	126.38	17.62
Flood Control	71.00	0.00
Subtotal	**481.38**	**17.62**
Park	79.00	0.00
Golf Course	103.00	0.00
Subtotal	**182.00**	**0.00**
Railroad	48.00	0.00
Transportation[2]	833.00	0.00
Subtotal	**881.00**	**0.00**
Total	4,107.64	149.36
TOTAL ACRES CITYWIDE	**4,257.00**	

Notes:
1. Acreage for vacant land are based upon acreages listed in the City of Cypress' Vacant Land Directory, dated October 1999.
2. Transportation refers to street right-of-way, and in some instances, railroad.

typical residential development standards found elsewhere in Cypress to more rural standards. In keeping with resident's desires, the City has installed a special drainage system on Gay Street to maintain the existing rural character.

One of the larger single-family residential projects that have occurred recently is the Sorrento Homes housing tract. The first houses in the 671-unit Sorrento tract were completed and made available for sale in 1991. All were built out in the 1990s.

MEDIUM AND HIGH DENSITY RESIDENTIAL DEVELOPMENT

As available land for single-family development in Cypress diminished over time, development of multi-unit projects began to increase. According to the January 1, 2000 Department of Finance estimates, the City contained 2,383 attached single-family homes, 535 multi-family units (2 to 4 units), and 2,659 multi-family units (five or more units).

Two of the more recent and higher density single-family residential projects include the 30-unit Cypress Walk tract at the end of Gay and Denni Streets and the 18-unit Orange Avenue project. These projects are evidence of the continuing trend toward small lot single-family development. This trend is expected to continue as land prices and demand for single-family detached homes increase and larger development sites become non-existent. Small infill projects of 3 to 4 small lot single-family units on existing larger residential lots is a trend that is expected to continue.

Condominium units represent a significant portion of the City's multi-family housing stock. Condominiums have been developed under Planned Residential Development standards along the City's western border by Ball Road (Tanglewood), and in the southeastern portion of the City. Smaller condominium projects have also been developed throughout Cypress, and particularly in the northern portion of the City. These residential projects have been primarily constructed since the 1970s when planned condominium developments became popular solutions to changing housing demands.

MOBILE HOMES

Mobile homes supplement the supply of affordable housing opportunities in the City of Cypress. Two mobile home parks are located within the City's jurisdiction along Lincoln Avenue. There were 373 mobile home units within Cypress as of January 1, 2000.[2]

COMMERCIAL

Commercial uses encompass approximately 103 acres of Cypress' total acreage. Lincoln Avenue serves as the City's primary commercial thoroughfare and includes a mix of commercial uses, such as retail centers, service-oriented business, offices, and motels. Additional neighborhood-serving commercial uses are located throughout the City. The following section describes the type and extent of commercial uses in Cypress.

RETAIL

Retail uses are the most widely distributed commercial land use in Cypress. This land use category includes restaurants and other uses that are sales oriented such as apparel shops, and grocery stores. Several of the larger commercial centers include major anchor tenants including Home Depot, Mervyn's, Target, and Ross.

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[2] Source: State of California, Department of Finance, *City/County Population and Housing Estimates*, January 1, 2000.

SERVICE

Service commercial uses include those businesses that provide some type of service, such as dry cleaners, barber and beauty shops, and travel agencies. Their distribution in Cypress is fairly limited and have historically been located along Lincoln Avenue.

OFFICE

Offices have been defined to include professional and administrative offices, and do not encompass the large office complexes developed in the Cypress Business Park. Small-scale offices are scattered throughout the community with the largest concentrations along Lincoln and Orange Avenues.

HOTEL/MOTEL

The majority of the City's motels are located along Lincoln Avenue, and are generally smaller facilities. However, as part of the growing Cypress Business Park, three full service hotels have been developed – Courtyard by Marriott, Homestead Village and Woodfin Suites - to accommodate business travelers.

RACE TRACK

The 129-acre Los Alamitos Race Track is located in the southwestern portion of the City. Over 1.2 million people annually attend the quarter horse and harness races featured at the race track. The Los Alamitos Race Track is a significant regional recreation resource.

LINCOLN AVENUE SPECIFIC PLAN

Lincoln Avenue serves as Cypress' main commercial thoroughfare. Until the annexations occurred in the northern portion of the City, control over development along Lincoln Avenue was shared among several jurisdictions. As a result, properties along the corridor were developed without a set of cohesive controls. This fragmented pattern of development is evidenced in the varied development standards and irregular parcel sizes throughout the corridor.

In order to provide a more cohesive and organized pattern of development, the City adopted a Redevelopment Plan for Lincoln Avenue in 1990. The Lincoln Avenue Redevelopment Plan is intended to facilitate the economic development of the corridor through upgrading of existing businesses and attraction of new development. The Redevelopment Plan is consistent with the General Plan.

In order to provide organization to the fragmented pattern of land uses along Lincoln Avenue, the 1993 General Plan Committee felt it was important to define focal points of development with cohesive groupings of land uses, including higher density residential. The Committee also stressed the importance of upgrading the visual image along the entirety of Lincoln Avenue. As a means of implementing a cohesive urban design plan, the Committee recommended preparation of a specific plan.

The Lincoln Avenue Specific Plan was completed and then adopted by the City Council in 1999. The specific plan divides the corridor into specific land use districts and provides detailed development standards and design guidelines that are unique to the needs and character of the Avenue. The City has completed an important streetscape improvement project that significantly

upgraded the visual image of the Lincoln Avenue corridor. With the specific plan and streetscape amenities in place, Lincoln Avenue stands poised for impressive changes.

INDUSTRIAL

The Industrial land use designation includes both business park and light industrial uses.

BUSINESS PARK

The majority of business park uses are located within six specific plan areas, which are listed below. Refer to the Land Use Categories section of this Element for a more detailed breakdown of uses allowed in the Business Park area specific plans. The remaining land designated for business park uses comprises approximately 18 acres.

LIGHT INDUSTRIAL

The number of light industrial land uses are limited and cover only six (6) acres of land in the City. Parcels identified as light industrial are primarily located adjacent to Lincoln Avenue, with light industrial parks located at Cerritos Avenue and Walker Street, as well as at Valley View Street and Lakeshore Drive. The majority of light industrial uses in Cypress are related to automotive repair.

CYPRESS BUSINESS PARK

The 587-acre Cypress Business Park located in southern Cypress is approximately 81 percent built out with business park-related land uses. As of January 2000, the developed portion of the business park comprised approximately 475 acres.

The Cypress Business Park has attained a high quality of development through the use of Specific Plans which coordinate development in the area and set forth design standards for development. The following Specific Plans govern development within the business park:

- Cypress Corporate Center Specific Plan and Cypress Corporate Center Amended Specific Plan
- McDonnell Center Amended Specific Plan
- Warland/Cypress Business Center Specific Plan
- Cypress View Limited Specific Plan
- Cypress Business and Professional Center Specific Plan
- Lusk Company Industrial Park

PARKS AND RECREATION

Cypress contains substantial park and open space resources. The City's Recreation and Park District currently operates 19 park sites encompassing 79 acres. In addition, the Cypress Golf Course and a portion of the Navy Golf Course are located in the southern portion of the community.

PARKS

The City classifies parks as community, neighborhood, or mini-use facilities based on park size and the range of facilities. Two community park facilities, Arnold/Cypress Park and Oak Knoll Park, are located on 14.5 and 22 acres of land, respectively. The City contains 14 neighborhood parks

located throughout the community. These parks serve the adjacent neighborhoods within a 1/2-mile walking distance. Neighborhood parks comprise a total of approximately 45 acres. The remaining total park acreage is composed of mini-parks, which generally encompass less than one acre of land and are located near schools, and residential developments.

GOLF COURSES

Cypress contains two golf courses within its jurisdictional boundaries. The Cypress Golf Course located adjacent to the Los Alamitos Race Track is a premier privately-owned golf facility. The 103-acre golf course has undergone major improvements, and includes an 18-hole course, driving range, and club house. A portion of the Navy Golf Course associated with the Los Alamitos Joint Forces Training Center is located in southern Cypress. This golf course is restricted for use by Navy personnel.

COMMUNITY SERVICES AND FACILITIES

Community services and facilities include government buildings, schools, churches, drainage channels/utilities, railroad rights-of-way, and a cemetery. These uses comprise a total of 547 acres of Cypress' land.

GOVERNMENT FACILITIES

Government buildings are primarily concentrated at the City's Civic Center. The Civic Center grounds include the City Hall, police station, library, and tennis courts. Landscaping surrounds these facilities, thereby creating a substantial amount of open space land amongst the adjoining residential uses. The City uses a facility in northern Cypress as an operation center for the Public Works Department and as storage yard for their maintenance supplies, as well as the Community Center facility located on Orange Avenue.

SCHOOLS

Cypress contains approximately 273 acres of land dedicated to education facilities. There are nine elementary schools, two junior high schools, one high school, and Cypress Junior College located in the community. In addition, Oxford Academy, a six-year college preparatory secondary school for grades 7 through 12 is located in the City.

All of these school facilities are currently being utilized for educational purposes. However, MacKay Elementary School is currently being leased to the Head Start Program, ABC Development, and a special education school.

CEMETERY

Forest Lawn Cemetery and Mortuary north of Lincoln Avenue encompasses approximately 144 acres. This large expanse of rolling green land serves as the western entrance to the City, and provides a significant open space resource for the community.

CHURCHES

A number of churches are located throughout the community of Cypress. Churches are generally less than five acres in size.

DRAINAGE CHANNELS/UTILITIES

Six storm drain channels, Moody Creek, Coyote Creek, Carbon Creek, Stanton Creek, Bolsa Chica Creek, and an unnamed channel traverse Cypress. The Moody Creek and Coyote Creek Channels cross the northwest portion of Cypress through Forest Lawn Cemetery. The central portion of the community is encompassed by the 2A and Carbon Creek Channels. Bolsa Chica Creek and Stanton Creek Channels provide drainage facilities for the southern portion of the City.

Combined, public utilities and drainage channels encompass approximately 71 aces of land in Cypress.

VACANT

The majority of Cypress has been developed; however, approximately 149 acres of vacant land[3] exist comprising 3.5 percent of the City's total acreage. The majority of the remaining large vacant parcels are located in the Cypress Business Park. Lands in the Business Park are subject to the regulations outlined in the various specific plans that guide development in these areas.

TRANSPORTATION FACILITIES

A hierarchy of local streets create Cypress' transportation network. The Circulation Element identifies three major arterial streets: Lincoln Avenue, Valley View Street, and Katella Avenue. The Congestion Management Plan (CMP) has also designated Katella Avenue as a CMP street. The Circulation Element designates the following streets as primary arterials: Ball Road, Cerritos Avenue, Moody Street, and Knott Street. Both the "major" and "primary" arterials provide through access to large volumes of traffic between major activity uses.

In addition to the local vehicle transportation network, two railroad rights-of-way traverse Cypress in the northern and southern portions of the City. The Pacific Electric right-of-way traverses the northeast corner of the City in a northwest-southeast alignment. This right-of-way has been purchased by the Orange County Transportation Authority (OCTA) for a potential commuter rail line. Cypress is a member of the Western Orange County Cities Association (WOCCA), which is evaluating the feasibility of an urban rail system serving the cities of West Orange County. No specific alignment for this potential urban rail system has yet been established.

The former Union Pacific right-of-way traverses the southern portion of the City in an east-west alignment. The tracks have been removed from the right-of-way and several adjacent property owners in the Cypress Business Park have expressed interest in acquiring portions of the right-of-way for development purposes.

KEY LAND USE ISSUES

As part of the 1993 General Plan Update, City staff and the City Council identified six "Special Study Areas" for further review. These study areas included: Lincoln Avenue; the 1988 Crescent/Walker Annexation Areas; Cypress Business Park; Wicker Drive; DeLong Street; and properties designated Public/Semi-Public. Citizen Advisory Committees consisting of five to six members each were formulated for each Study Area to evaluate land use issues and ultimately to develop General Plan land use recommendations.

[3] Source: City of Cypress, *Vacant Land Directory*, Draft dated October 1999.

Subsequent to the 1993 General Plan Update, a variety of actions were initiated by the City Council to implement the Committees' recommendations. The following section describes the issues that still require resolutions and new issues that have been identified since the 1993 General Plan Update.

BALANCED DEVELOPMENT WITH ECONOMIC GROWTH

A well-balanced community provides employment, housing, and recreation opportunities for its residents and a strong tax base for the City. By encouraging a mix of land uses, the City can meet the housing needs of all income groups, enjoy a stable employment and tax base, and provide residents with suitable recreational opportunities.

COMPATIBLE AND COMPLEMENTARY DEVELOPMENT

A variety of land uses enable a community to provide housing, employment, and recreation opportunities to City residents. However, many land uses are incompatible, such as residential and industrial development, due to the differences in traffic and noise levels, physical scale, and hours of operation.

REVITALIZATION

While the majority of development in Cypress is in good physical condition, the City does contain a small number of residential and commercial structures that are in need of rehabilitation or replacement. The City has adopted redevelopment plans to facilitate revitalization of the following areas: the Civic Center, Lincoln Avenue, and Los Alamitos Racetrack and Cypress Golf Course. These plans provide for the upgrading of primarily commercial, business park, and commercial recreation uses, and associated public facilities. The Housing Element also establishes and supports a number of rehabilitation programs to rehabilitate residential units. The requirement for redevelopment agencies to set aside 20 percent of a project's tax increment for low and moderate income housing can provide a significant source of funding for implementation of Cypress' housing programs.

IMPROVED CITYWIDE URBAN DESIGN

Urban design influences how residents and visitors perceive the community. Many factors contribute to the City's design, including compatibility of development, transitions between land uses, and public and private landscaping. The following goal and policies outline policy direction for Cypress to attain a quality urban environment.

COORDINATE DEVELOPMENT WITH PUBLIC FACILITIES AND SERVICES

Future development in Cypress is somewhat limited because of the few remaining large parcels of vacant land. However, new construction will still occur through continued buildout of the Business Park and through smaller infill development, private development and Lincoln Avenue redevelopment. As new development occurs, public facilities and services will need to be upgraded to handle the increased employee and resident population of Cypress.

LINCOLN AVENUE SPECIFIC PLAN AREA

The adoption of the Lincoln Avenue Specific Plan in 1999 marked an important step in the revitalization of the Lincoln Avenue corridor. However, much work still remains if the community's vision for the area is to be achieved. Additional efforts are needed to carry forward the revitalization efforts that were begun with the Lincoln Avenue Redevelopment Plan and Specific Plan.

ANNEXATION STUDY AREAS

The Crescent Street/Lincoln Avenue area was annexed to the City in 1988. This 148-acre area is generally located north of Lincoln Avenue and extends as far as Grindlay Street to the east, Camp Street to the south, and Carob Street to the west. Based on differing characteristics of the neighborhoods that comprise the Annexation Area, the 1993 General Plan divided this area into five subareas for closer study. This resulted in the General Plan Committee making specific recommendations for three of the subareas:

- Gay/Denni Street Area
- Belmont/La Salle Street Area
- Bishop Street Area

Subsequent to the 1993 General Plan Update, the City has conducted further studies and has otherwise resolved issues that were previously identified except for the Gay/Denni Street Area and the Belmont/La Salle Street Area. These are discussed below and shown in Exhibit LU-2, *Annexation Study Areas*.

GAY/DENNI STREET AREA

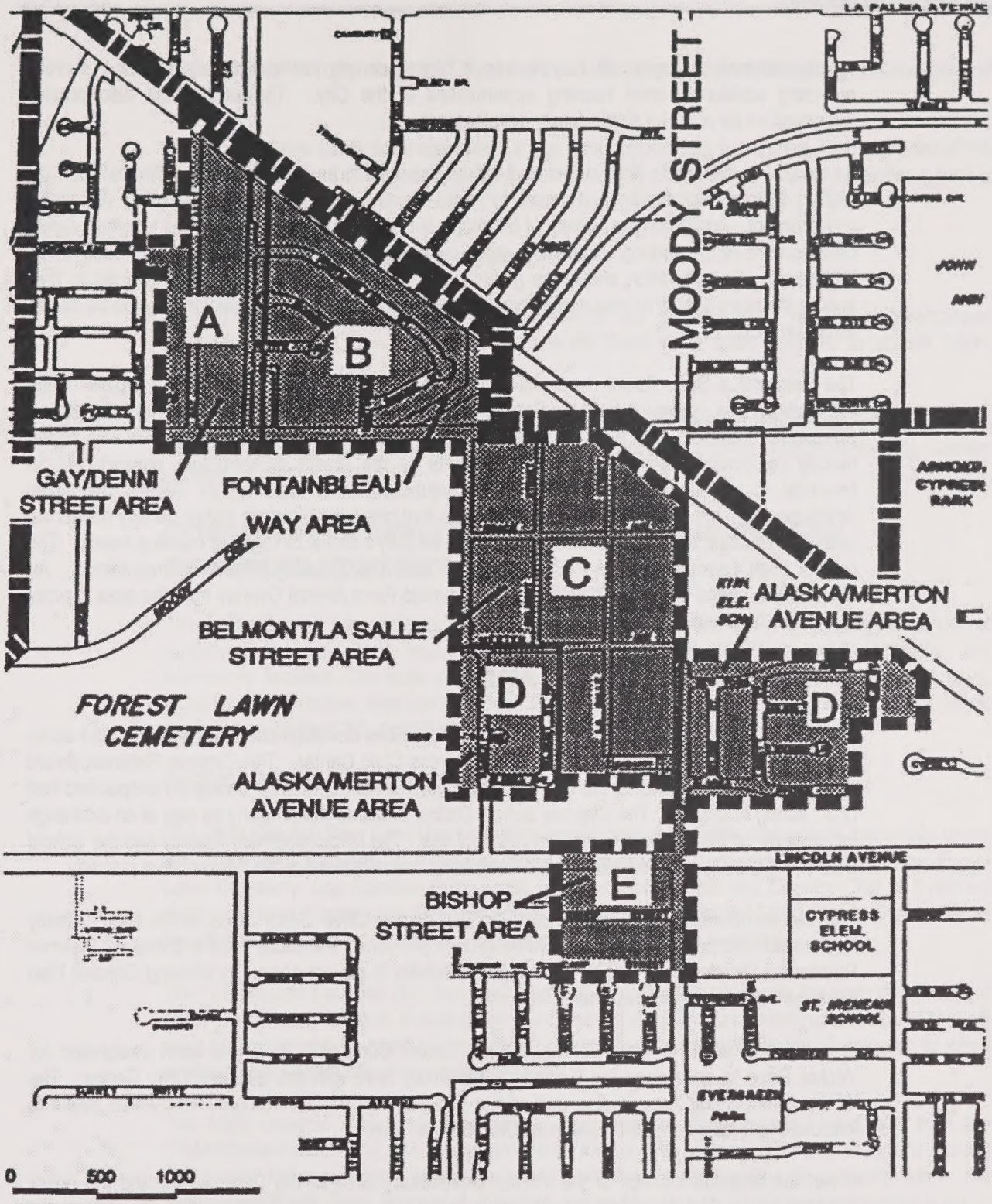
Single-family residential land uses comprise the majority of this area with farm animals present on several of the larger residential parcels. The absence of sidewalks, curbs, and gutters further perpetuates the area's rural ambiance that characterized the area's original agricultural orientation.

The residential units between Gay and Denni Streets are over 30 years of age. Deferred maintenance and the age of the structures contribute to some physical decline. To maintain the neighborhood's rural ambiance, the Low Density General Plan designation should remain. Rural street and drainage designs have been implemented along Gay Street.

Because of the existing large lots and as an incentive for investment, the City should consider Planned Residential Development (PRD) zoning as a possible overlay zone to allow for more than one unit per lot. However, the current provisions of the PRD zone would need to be revised to apply to the Gay/Denni Street area in particular. The existing PRD overlay requires a one-acre minimum lot size; however, the average lot size is considerably smaller in the Gay/Denni Street area. Overall, existing development standards in the PRD overlay need to be reviewed to avoid over-building and to maintain the single-family character of the area.

BELMONT/LA SALLE STREET AREA (DISTRICT 8)

Single-family residences comprise the majority of the Belmont/La Salle Street Area with some multi-family infill development occurring in compliance with the High Density General Plan designation and RM-20 zoning. Though there is no vacant land remaining in this area, it is



CITY OF CYPRESS GENERAL PLAN

Annexation Study Areas

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Exhibit LU-2

anticipated that the area will recycle into a higher density residential neighborhood, thereby providing additional rental housing opportunities in the City. The area could also provide opportunities for small lot single-family development.

As the Belmont/La Salle Area recycles, it will be essential to ensure the compatibility between the higher density multi-family and small lot single-family development with existing residential development. Additionally, a variety of development issues exist relative to small lot single-family development (e.g., parking, circulation, open space, trash disposal, etc.) that will need to be addressed. Consideration should be given to the provision of development guidelines to help ensure the compatibility of new and existing development and the proper design of small lot single-family projects.

The Belmont/La Salle Street Area still exhibits many of the rural characteristics typical of the Annexation Area. However, both the Farm Animal Overlay, which permits the continued keeping of existing farm animals, and the lack of complete public improvements are incompatible with higher density residential development. Improvements to the area's infrastructure network will be essential to provide adequate facilities in conjunction with future higher density residential development. This is one of the areas in Cypress that can accommodate higher density residential infill development, and is thus essential to fulfill the City's share of regional housing needs. The current High Density General Plan designation and RM20 zoning should be maintained. An amortization period should be established to eliminate Farm Animal Overlay from the area in order to improve land use compatibility.

WICKER DRIVE STUDY AREA

The Wicker Drive Study Area, partially cleared of previous development, encompasses 4.64 acres of property located immediately east of the Cypress Civic Center. The Cypress Redevelopment Agency owns the majority of the site, with the Cypress School District owning an unspecified half (2.32 acres) of the site. The Cypress School District acquired the property as part of an exchange for property on the Cypress Elementary School site. The Redevelopment Agency and the School District continue to proceed with studies for potential development of the Wicker Drive property.

The current General Plan designation for the Wicker Drive Study Area is for High Density Residential use, permitting up to 20 dwelling units per acre. The Study Area is zoned for Planned Residential Development (PRD), providing for flexibility in project design by allowing General Plan densities to be averaged over the entire parcel.

In addition to the PRD base zoning, a Civic Center Combining zone has been designated for Wicker Drive to encourage the linkage of this Study Area with the adjacent Civic Center. The Wicker Drive Study Area is also part of the Civic Center Redevelopment Plan, which seeks to improve the focal point of the downtown Civic Center Core.

Given the adjacent location of the Wicker Drive Study Area to the Civic Center and the policy direction of the City to provide linkage between the two areas, the 1993 General Plan supported community-oriented development on Wicker Drive. More specifically, the 1993 General Plan recommended the development of a multi-purpose cultural arts center on Wicker Drive.

Subsequent to the recommendations listed in the previous paragraph, the Redevelopment Agency purchased the 1.2-acre Orange Avenue frontage directly south of the Study Area. This property will need to be evaluated with the Wicker Drive site to determine future uses. Given the issues regarding multiple land ownership on Wicker Drive, the need to assess market feasibility of a cultural arts center, and the desire to establish a cohesive vision for the entire Civic Center

Redevelopment Project Area, the City prefers to keep the policy direction for Wicker Drive general at this time.

The Wicker Drive Study Area represents a significant opportunity to enhance the focal point of the Civic Center core. City/Agency ownership of the majority of this five-acre parcel provides a variety of land use options.

CYPRESS BUSINESS PARK

The 587-acre Cypress Business Park represents the single largest remaining development opportunity in the City. A series of six specific plans have been adopted to govern future development in the area.

Several property owners adjoining the unused Union Pacific Railroad right-of-way have expressed interest in purchasing or leasing pieces of the right-of-way to provide additional parking, outdoor storage, or new structures.

COMMUNITY FACILITIES/SERVICES AND PUBLIC/ SEMI-PUBLIC STUDY AREA

The Public/Semi-Public designation in the City's 1986 General Plan encompassed a variety of publicly owned land uses, including public parks, educational facilities, public buildings, and community facilities. The wide range of land uses also included non-publicly owned land uses, including a golf course, race track, railroad right-of-way and cemetery, which has resulted in some confusion as to the City's control of Public/Semi-Public land uses.

PUBLIC VERSUS PRIVATE OWNERSHIP

The 1993 General Plan Land Use Map differentiated between public and private ownership under the Community Facilities and Services land use designation, specifically identifying the Forest Lawn Cemetery, Los Alamitos Race Track, Cypress Golf Course and Country Club and railroad rights-of-way as "Community Facilities and Services, Privately Owned." The Zoning Ordinance, on the other hand, does not differentiate between public and private ownership.

The "Community Facilities and Services" land use classification applies to the wide range of land uses. The primary issue is, should private land uses (e.g., golf course, racetrack, railroad rights-of-way, and cemetery) be removed from the "Community Facilities and Services" category to avoid confusion between public and private ownership?

The 1993 General Plan Committee initially recommended disaggregating what was then the "Public/Semi-Public" land use designation into four or five discrete General Plan and zoning categories. However, such a change would constitute a modification to property within the Public/Semi-Public Zone, and would, therefore, trigger Measure D. (This measure requires a public vote when allowed land uses within a PS zoned area are altered). The Committee, therefore, recommended that the Public/Semi-Public land use category be re-titled "Community Services and Facilities." To further distinguish uses within this category, it was recommended that the Land Use Policy map identify separate subcategories for educational facilities, parks, government facilities, golf course, race track, railroad rights-of-way, and cemetery, and specifically identify which of these uses are privately owned.

AGRICULTURAL USES

The Zoning Ordinance permits by right the following uses in the Public/Semi-Public (PS-1A) zone: farms or ranches including the sale of agricultural products; raising of certain livestock; and commercial or accessory uses incidental to permitted or conditional uses. All public and quasi-public uses are subject to a Conditional Use Permit within the PS-1A zone.

The agricultural and farm related uses allowed in the Public/Semi-Public zoning district are obsolete and incompatible with current urban development and as such should be eliminated.

FORMER UNION PACIFIC RIGHT-OF-WAY

The former Union Pacific Right-of-Way traverses the Cypress Business Park and currently has a General Plan land use designation of "Community Facilities and Services." The City's Zoning Map designates the right-of-way as PS-1A (Public and Semi-public Zone). Interest has been expressed by several adjoining property owners in acquiring pieces of the right-of-way for parking and other development purposes.

In order to determine the future disposition of the former Union Pacific Right-of-Way, further investigation of options and associated impacts will need to occur. Options include 1) leave the current land use and zoning designations in place which would preclude business park uses but would allow a public trail; 2) amend the list of allowed uses for the PS-1A zoning district to permit parking as a separate use in the PS-1A zoning district; or 3) amend the list of allowed uses for the PS-1A zoning district to permit appropriate industrial park uses.

Options 2 and 3 above would require a vote of the people to amend the PS-1A zoning district because of Measure D. Additionally, the adjacent Cypress Business Park is covered by several specific plans which regulate the amount of building square footage within specific plan areas. Allowing additional building square footage within an established specific plan area would require a specific plan amendment and further environmental documentation, especially relative to traffic impacts.

JOINT FORCES TRAINING CENTER (JFTC) LOS ALAMITOS

The approach pattern to the JFTC Los Alamitos crosses the southern portion of Cypress. The following General Plan goals and policies are created to ensure that appropriate land uses are allowed within the flight pattern.

WEST ORANGE COUNTY LIGHT RAIL FEASIBILITY STUDY

Since the November 1990 passage of Measure M, which includes funding for an advanced rail system in Orange County, the feasibility of an 87-mile countywide rail network has been studied by the Orange County Transportation Authority (OCTA). Recently, a number of cities in western Orange County, including the City of Cypress, have joined together to sponsor a feasibility study of a light rail system that would link the cities of Fountain Valley, Huntington Beach, Westminster, Buena Park, Stanton, Cypress, Los Alamitos, Seal Beach and Cerritos. Eventually this system, if implemented, would be linked with the light rail system into Los Angeles County along the 105 Freeway.

The study is examining both the positive and negative aspects of the light rail system to estimate the benefits versus the costs of implementation. For Cypress, the light rail line would potentially cross Lincoln Avenue over an existing rail right of way that would be near Cypress College and the

intersection of Lincoln Avenue and Valley View Street. A transit station would also be proposed for location somewhere in this vicinity.

While light rail is currently designed to most immediately serve the transit dependent, the system would have the ability to also serve commuters and eventually shoppers as the full system was completed. This has the potential, over time, to stimulate economic development by creating another means of accessibility along the Lincoln Avenue corridor. However, while the extent of the economic benefits are highly speculative at this time, the City has chosen to better understand the tradeoffs through the ongoing study. The economic development policies are designed to provide the flexibility to capitalize upon this public improvement if the opportunity is judged feasible.

LONG-TERM CITYWIDE ECONOMIC DEVELOPMENT

LINCOLN AVENUE SPECIFIC PLAN

The Lincoln Avenue Specific Plan has led to the implementation of attractive streetscape improvements and has set the framework for guiding the intensification of residential, service and commercial uses along the corridor. However, the City should continue to facilitate revitalization in order to fully realize the complete vision of the Plan. For example, continuing efforts could focus on the overall appearance of Lincoln Avenue, including selected signage, lack of maintenance of some buildings, façade improvements and landscape enhancement. Also, the City needs to encourage the location of retail, restaurant and entertainment uses at key locations and to intensify the residential development in close proximity to Lincoln Avenue.

COMMERCIAL AND BUSINESS PARK AREAS

The City should coordinate with local business groups in order to identify key economic opportunities for Cypress. The City could also enhance the attractiveness of the business opportunities through effective information and marketing programs.

EXPANSION OF BUSINESSES CITYWIDE

One of the most important economic development activities that the City can undertake is to develop a program to retain existing businesses and encourage their expansion in Cypress. This would involve ongoing monitoring and understanding of the needs of the business community. Of particular importance from a taxable sales perspective are the industrial businesses that generate a sizable amount of taxable sales outside of traditional retail establishments. Also, the 1998 Strategic Plan identified the desirability of attracting more retail, restaurant and entertainment establishments.

MAINTAIN BUSINESS PARK'S COMPETITIVENESS

Business parks that maintain a full range of support services, restaurants, hotel and meeting rooms can maintain a competitive edge in attracting new occupants. Three land uses that have been identified as desirable in the business park are additional restaurants, hotels and conference facilities. This allows businesses to meet their needs while minimizing travel outside the local area.

EXPAND RETAIL SECTOR

While current retail analysis has indicated that there is a relatively large outflow of household consumer expenditures (i.e., sales tax leakage), there are still potential opportunities for the City to increase its retail base in selected areas. In most cases, the focus would be on local serving retail

establishments which might include additional retail services, restaurants and entertainment. Two specific areas already identified are along Lincoln Avenue corridor and in the Cypress Business Park. However, the retail environment along Valley View Street and at selected shopping centers elsewhere in the City could benefit from revitalization efforts and the attraction of new tenants. The enhancement of retail activities also benefits the fiscal health of the City through increased retail sales tax.

MARKET BUSINESS OPPORTUNITIES

Marketing materials and information about development opportunities in Cypress can increase the potential that the City would attract new businesses in a timely manner. The City is creating a new Economic Development website with links to the City and map of frequently used services and dining guide.

DIVERSIFY TRANSPORTATION CHOICES

As urban areas become more congested, the expansion of transportation choices for both work and non-work related trips can increase the attractiveness of Cypress. For example, a number of options for light rail are still under study by OCTA and the City should continue to support efforts to enhance transit choices in western Orange County. Light rail, serving a broader area than Cypress, would have the ability to draw more customers to Lincoln Avenue and would serve a portion of the commuters to the Cypress Business Center.

PUBLIC INFRASTRUCTURE AND SERVICES

Locational decisions by both new residents and businesses can be influenced by the quality of public services. The City regularly updates its capital improvement program, which identifies funding sources and sets implementation priorities. The ongoing improvement of public facilities and services should remain a high priority.

ECONOMIC MONITORING

A successful strategy will require regular monitoring of progress made toward the adopted goals and policies. As part of the monitoring effort, a series of performance indicators should be developed and reported, such as: 1) new types businesses attracted; 2) existing businesses expanding; 3) change in employment, square footage and acreage; 4) change in residential units, acreage and population; and 5) changes in retail and non-retail taxable sales.

DESCRIPTION OF THE LAND USE PLAN

Land use designations (categories) indicate the type and nature of development that is allowed in a given location. While terms like "residential", "commercial", and "industrial" are generally understood, State General Plan law requires a clear and concise description of land use categories that are depicted on Exhibit LU-4, *Land Use Policy Map*.

The Land Use Element contains nine land use categories as follows:

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mobile Home Park

- General and Neighborhood Commercial
- Specific Plan
- Light Industrial
- Business Park
- Community Facilities and Services

These are also shown in Table LU-9, *General Plan/Zoning Relationship*, along with their corresponding zoning districts.

LAND USE INTENSITY/DENSITY

State General Plan law requires that the Land Use Element indicate the maximum building intensities/densities allowed in a City. The Cypress Land Use Element contains nine land use designations; each category allows certain land uses and establishes corresponding intensity/ density standards (refer to Table LU-9, *General Plan/Zoning Relationship*). Table LU-9 also includes the expected overall levels of development within each land use designation on a citywide basis.

A number of terms are utilized to define the land use designations or categories described in this element. The term "intensity" refers to the degree of development based on building characteristics such as height, bulk floor area ratio, and percentage of lot coverage. Intensity is most often used to describe non-residential development levels.

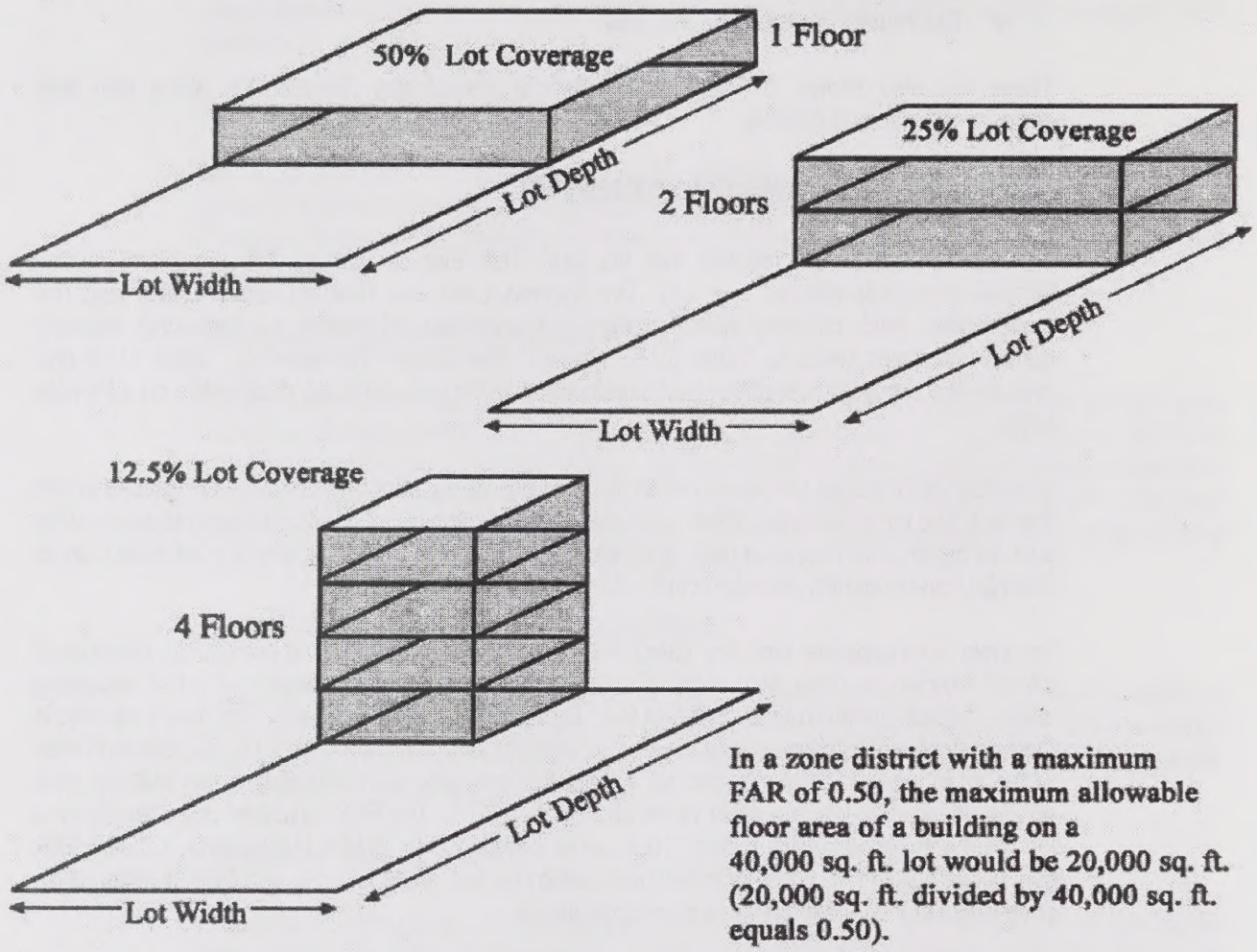
For most non-residential land use categories (commercial, industrial, and public), the measure of intensity known as "floor area ratio" (FAR) provides the most convenient method of describing levels of development (refer to Exhibit LU-3, *Definition of Floor Area Ratio*). The floor area ratio is the relationship of total gross floor area of all buildings on a lot in square feet to the total land area of the lot in square feet expressed as a ratio. For example, a 21,780 square foot building on a 43,560 square foot lot (one acre) yields an FAR of 0.50:1. The FAR describes use intensity on a lot, but not the actual building height, bulk, or lot coverage. As Exhibit LU-3 shows, a 0.50:1 FAR can yield a building of one story in height covering one half of the lot area, or a taller building which covers less of the lot and provides more open space.

The term "density," in a land use context, is a measure of the population or residential development capacity of the land. Density is described in terms of dwelling units per gross acre (du/ac); thus, the density of a residential development of 100 dwelling units occupying 20 acres of land is 5.0 du/acre. A dwelling unit is a building or a portion of a building used for human habitation and may vary considerably in size (square footage) from small apartments at 400-500 square feet to large single family homes exceeding 5,000 square feet. Along with difference in size is a corresponding difference in the number of persons occupying a given unit (i.e., larger units usually house more persons than smaller units). For purposes of calculating population, an average number of persons per dwelling unit for all types and sizes of dwelling units is assumed.

LAND USE CATEGORIES

Descriptions of each of the land use categories depicted on the Land Use Policy Map are provided below to delineate the types of uses allowed and their corresponding intensities or densities. These use descriptions, types, and limitations are more specifically defined within the City's Zoning Ordinance.

Possible Building Configurations for 0.50 FAR



In a zone district with a maximum FAR of 0.50, the maximum allowable floor area of a building on a 40,000 sq. ft. lot would be 20,000 sq. ft. (20,000 sq. ft. divided by 40,000 sq. ft. equals 0.50).

NOTE: Variations may occur if upper floors are stepped back from ground level lot coverage.

$$\text{Floor Area Ratio (FAR)} = \frac{\text{Gross Building Area (All Floors)}}{\text{Lot Area}}$$

CITY OF CYPRESS GENERAL PLAN

Definition of Floor Area Ratio

Low Density Residential The Low Density Residential designation provides for the development of low density, detached single-family dwellings. The maximum density allowed under this designation is five (5) units per acre. Uses such as public/institutional facilities, churches, schools, and others, which are determined to be compatible with, and oriented toward serving the needs of low density single-family neighborhoods, may also be allowed. The average population density for this designation is 3.35 persons per dwelling unit.[4]

Medium Density Residential The Medium Density Residential designation provides for the development of medium density duplexes, townhomes, condominiums, and apartments, in addition to allowing low density single-family development. This land use designation allows for a maximum of 15 dwelling units per acre. Uses such as public/institutional facilities, churches, schools, and others, which are determined to be compatible with, and oriented toward serving the needs of medium density residential neighborhoods, may also be allowed. The average population density for this designation is 2.8 persons per dwelling unit.[5]

High Density Residential The High Density Residential land use designation allows for the development of apartments, condominiums, townhouses and other group dwellings in addition to single-family development at maximum densities of 20 units per gross acre. Uses such as public/institutional facilities, churches, schools, and others, which are determined to be compatible with and oriented toward serving the needs of high density neighborhoods, may also be allowed. The average population density for this designation is 2.5 persons per dwelling unit.[6]

Mobile Home Park The Mobile Home Park land use designation provides for the development of mobile home parks subject to certain zoning restrictions. This designation allows for a maximum of 12 dwelling units per gross acre of land with an average population density of 2.0 per dwelling unit.[7]

General and Neighborhood Commercial The General and Neighborhood Commercial designation includes retail, professional office, and service-oriented business activities, encompassing both local-serving and broader community-serving uses. The types of uses allowed within this designation include: professional and administrative offices; convenience and neighborhood commercial developments; restaurants; community shopping centers; retail and wholesale commercial activities; and light industrial in conjunction with commercial uses. The maximum intensity of development is a FAR of 0.5:1.

Specific Plan The Specific Plan designation is intended to address specific areas within the community that warrant a comprehensive set of land use policies and standards to provide flexibility in the design of development projects. The Specific Plan designation is consistent with all other land use designations of the General Plan.

Sites within a Specific Plan designation are to be developed according to standards adopted within the applicable specific plan to address specific site constraints and opportunities, including land use, building envelope standards, site design, buffering, traffic, noise, and other land use compatibility impacts.

[4] Source: 1990 Census.
[5] Source: 1990 Census.
[6] Source: 1990 Census.
[7] Source: 1990 Census.

Table LU-2
SORRENTO SPECIFIC PLAN

Use	Area (Acres)	Land Use Designation	Net Density	Potential Development (DU)
SFD-6000	54.4	Residential Detached	4.9	268
SFD-5000	64.6	Residential Detached	6.2	339
Streets	10.5	Infrastructure		
Landscaped Area	4.6	Infrastructure		
Drainage Channel	3.5	Infrastructure		
Community Park	6.3	Infrastructure		
Total	**143.9**		**5.6**	**667**

Source: Sorrento Specific Plan, September 1988.

Table LU-3
ORANGE AVENUE SPECIFIC PLAN AMENDMENT

Phase	Land Use	Area (Acres)	Gross Density (DU/AC)	Potential Development (DU)
I	SF-2500	0.78	12.8	10
II	SF-3500	2.06	8.7	18
Total		**2.80**	**10.0**	**28**

Source: Orange Avenue Specific Plan Amendment, Adopted July 10, 2000.

Table LU-4
CYPRESS CORPORATE CENTER AMENDED SPECIFIC PLAN

Planning Area	Area (Acres)	Land Use Designation	FAR[1]	Potential Development Capacity (sq.ft.)
1	39.1	Business Park	0.50	851,598
2	71.9	Business Park	0.37	1,161,485
Total	**111.0**			**2,013,083**

Notes:
1. The maximum intensity allowed on any site is 1.0 FAR.

Source: Cypress Corporate Center Amended Specific Plan, Final EIR, March 1989.

Table LU-5
MCDONNELL CENTER AMENDED SPECIFIC PLAN

Planning Area	Area (Acres)	Land Use Designation	FAR[1]	Potential Development Capacity (sq.ft.)
1	16.14	Industrial/Warehouse/Office	0.50	334,000[3]
2	15.32	Industrial/Warehouse		338,653
3	5.02	Office		106,866
4	10.54	Office/Commercial		270,816[2,3]
5	9.18	Office		356,895
6	8.47	Office/Commercial	0.37	353,000[2]
Roads	6.56			
Total	**71.23**			**1,760,230**

Notes:
1. The maximum intensity allowed on any site is 1.0 FAR.
2. Total reflects the transfer of 15,000 square feet of building floor area from Planning Area 6 to Planning Area 4. The transfer was approved in conjunction with the City Council approval of Design Review Committee Permit No. 97-33 on December 8, 1997.
3. Total reflects the transfer of 27,000 square of building floor area from Planning Area 1 to Planning Area 4. The transfer was approved in conjunction with City Council approval of Conditional Use Permit 2000-03 on June 12, 2000.

Source: Cypress Corporate Center Amended Specific Plan, Final EIR, March 1989.

Table LU-6
WARLAND/CYPRESS BUSINESS CENTER SPECIFIC PLAN

Planning Area	Area (Acres)	Land Use Designation	FAR[3]	Potential Development Capacity (sq.ft.)
1	100.5[1]	Business Park	0.40	1,532,800
2	82.4[2]	Business Park	0.37	1,243,970
3	29.0	Business Park/Commercial	0.40	515,000
Total	**211.9**		**0.36**	**3,291,770**

Notes:
1. Includes 14.3 acres of roads and other rights-of-way.
2. Includes 6.8 acres of roads and other rights-of-way.
3. Based on existing development and typical development intensity for the land use considered. The maximum intensity allowed on any site is 1.0 FAR.

Source: Warland/Cypress business Center Specific Plan, 1984.

Table LU-7
CYPRESS VIEW LIMITED SPECIFIC PLAN

Area	Acres	Land Use Designation	FAR[1]	Potential Development Capacity (sq.ft.)
Vacant	6.0	Business Park	0.50	135,036
Developed	41.0	Business Park	0.44	771,664
Total	**47.0**		**0.44**	**906,700**

Notes:
1. The maximum intensity allowed on any site is 1.0 FAR.

Source: Cypress View Limited Specific Plan, November 1985.

Table LU-8
CYPRESS BUSINESS AND PROFESSIONAL CENTER SPECIFIC PLAN

Planning Area	Area (Acres)	Land Use Designation	FAR[1]	Potential Development Capacity (sq.ft.)
1	35.7	Golf Course	--	--
2	8.2	Mixed-Use Business Park And/or General Retail Commercial	0.45	165,736[3]
3	7.7	Mixed-Use Business Park	0.45	155,935[3]
4	4.1	Mixed-Use Business Park	0.5	108,000[2]
5	33.4	Professional Office	0.6	844,000[2,3]
6	2.2	Professional Office Hotel and Support Commercial	0.6	554,083
7	57.9	Golf Course	--	--
8	130.6	Race Track	--	--
Total	**298.2**			**1,827,754**

Notes:
1. The maximum intensity allowed on any site is 1.0 FAR.
2. Total reflects the transfer of 19,000 square feet of building floor area from Planning Area 5 to Planning Area 4. The transfer was approved in conjunction with the City Council approval of Design Review Committee Permit No. 96-18.
3. Total reflects the transfer of 10,000 square feet of building floor area from Lots 7, 8 and 9 of Parcel Map 96-121 (Planning Area 5) to Planning Areas 2 and 3. The transfer was approved by the Community Development Director on December 28, 1998.

Source: Cypress Business and Professional Center Specific Plan, 1990.

Business Park The Business Park designation is intended to foster the development of large scale, planned commercial and industrial projects. To ensure compatibility of land uses allowed within the Business Park classification with the character of surrounding development, and within a development area, the location, land use type, and building intensity standards will be governed through the adoption of a specific plan, or by standard zoning mechanisms. The maximum intensity of development is a FAR of 1.0:1 on a given parcel.

Light Industrial The Light Industrial designation is designed to accommodate a variety of light industrial uses. Permitted uses would include but not be limited to wholesale businesses, light manufacturing, warehousing and product distribution, storage, and related uses. Heavy industrial uses are not allowed in this category. The maximum intensity of development is a FAR of 0.5:1.

Community Facilities and Services The Community Facilities and Services designation includes a wide range of public and private uses that are necessary to support the community by providing educational, cultural and recreational opportunities and government services. Land uses within this category include publicly-owned uses (parks, government offices and facilities), privately-owned community facilities (private golf courses, race tracks, cemeteries) and institutional facilities (schools and colleges). The maximum intensity of development is a FAR of 0.5:1.

GENERAL PLAN/ZONING RELATIONSHIP

As a charter City, Cypress has no explicit requirement to ensure that zoning is consistent with the General Plan. However, in the interest of sound planning, the City has formulated its Zoning Ordinance and General Plan to be consistent.

The relationship between the Cypress General Plan land use designations and zoning districts is shown in Table LU-9, *General Plan/Zoning Relationship*. This table indicates how properties citywide should be zoned to be consistent with the Land Use Policy Map. As presented in the table, there are nine General Plan land use categories and 18 zoning categories.

Table LU-9
GENERAL PLAN/ZONING RELATIONSHIP

Zoning Categories	Low Density Residential	Medium Density Residential	High Density Residential	Mobile Home Park	General and Neighborhood Commercial	Light Industrial	Business Park	Community Facilities and Services	Specific Plan
RS – 15,000 Residential Single-Family	●								
RS – 6,000 Residential Single-Family	●								●
RS – 5,000 Residential Single-Family		●							●
PRD – 5A Planned Residential Development	●	●	●						
PC – 25A Planned Community Zone	●	●	●		●	●	●	●	●
RM – 15 Residential Multi-Family		●							
RM – 20 Residential Multi-Family			●						
MHP – 20A Mobile Home Park				●					
OP – 10,000 Office Professional					●				
CN – 10,000 Commercial Neighborhood					●				
CG – 10,000 Commercial General					●				
PCM – Planned Commercial/Light Industrial					●	●			
CH – 10,000 Commercial Heavy					●	●			
ML – 10,000 Industrial Light						●			
BP – 20,000 Business Park						●	●		
PBP – Planned Business Park Industrial							●		●
PC – Planned Community	●	●	●				●		●
PS – 1A Public and Semi-Public									●

IMPLICATIONS OF THE LAND USE PLAN

Future development in Cypress is directed by the Land Use Element which contains a map and text describing the community's future land use pattern. The Cypress Land Use Policy Map (refer to Exhibit LU-4) presents the distribution of land uses in the City. Total acreages for each of these land use designations are presented in Table LU-10, *Land Use Policy Implications*. The table also provides estimates of the total number of residential dwelling units planned and the resulting population. For commercial and industrial land uses, estimates of building square footage at General Plan buildout are included. The estimates are based on the Average Density/Intensity factors listed in Table LU-10.

RESIDENTIAL

The General Plan accommodates a range of residential densities from low to high density development. These densities are compatible with existing residential developed densities. The Lincoln Avenue Specific Plan allows residential development along Lincoln Avenue to reduce reliance on the automobile and provide housing that is convenient to shopping and employment opportunities.

Table LU-10 depicts the quantitative results of the Land Use Policy Map based on potential buildout. Each land use designation is listed with its average density/intensity factors and associated net acres. Each residential land use designation also includes a maximum potential population based on an average persons per dwelling unit. Based on household size information derived from the 1990 census, the following average persons per dwelling unit are assumed for Cypress: 3.35 for Low Density Residential, 2.8 for Medium Density Residential, 2.5 for High Density Residential, and 2.0 for Mobile Home Park. The residential component along Lincoln Avenue is assumed at an average of 20 du/acre, although higher densities may be approved pursuant to the Specific Plan.

Residential buildout at General Plan densities would result in a total of 17,415 dwelling units, with an associated population of 51,524 residents. While the Plan provides for several residential development opportunity areas, the Plan's 17,415 dwelling unit buildout represents approximately 1,230 additional dwelling units citywide. Residential development will primarily be accommodated through intensification of residential uses in some areas zoned for higher density and through integration of multi-family units on Lincoln Avenue.

COMMERCIAL

The General Plan accommodates growth in the commercial sector of Cypress which includes Lincoln Avenue and other commercial areas citywide. All commercial uses within the City are designated as General Commercial, Neighborhood Commercial, or Lincoln Avenue Specific Plan. The allowed development intensity of 0.5:1 FAR is assumed for all commercial areas.

Properties within the Lincoln Avenue Specific Plan area may be allowed a FAR increase of up to 1.0:1 as an incentive to facilitate the development of specific land uses and larger scale projects consistent with General Plan and Redevelopment Plan goals and policies. The purpose of this approach is to encourage the types of development appropriate to Lincoln Avenue by providing the incentive of increased density/intensity.

Table LU-10
LAND USE POLICY IMPLICATIONS

Land Use Category and Maximum Permitted Density/Intensity	Average Density or Intensity Factor[1]	Net Acreage	Potential Dwelling Units	Population Forecast	Potential Square Footage
Low Density Residential (0 – 5 du/gross acres)	6	1,162	7,555	25,309	-
Medium Density Residential (5.1 – 15 du/gross acre)	16	240	3,840	10,752	-
High Density Residential (15.1 – 20 du/gross acre)	21.5	192	4,130	10,325	-
Mobile Home Park (0 – 12 du/gross acre)	12	30	380	768	-
General and Neighborhood Commercial (0.5:1 FAR)	0.5:1	103	-	-	2,100,000
Business Park (1.0:1 FAR)	0.5:1	18	-	-	400,000
Light Industrial (0.5:1 FAR)	0.5:1	6	-	-	112,000
Specific Plan	0.5:1	815	810[2] 700	2,025 2,345	15,000,000
Education	0.4:1	273			4,800,000
Government		11			192,000
Total	-	-	**17,415**	**51,524**	**22,604,000**

Notes:
1. Projected overall levels of development on a citywide basis at General Plan buildout. Because much of the City is already developed at residential densities at or above those permitted by the plan.
2. Lincoln Avenue Specific Plan.

Since the majority of land designated for commercial uses has already been developed, the recycling of properties is anticipated over time, especially along Lincoln Avenue. This Land Use Element covers a time frame of ten to twenty years. Applicable goals and policies are intended to be continually reviewed and implemented well into the future in subsequent updates of the Land Use Element. Therefore, many properties that are currently underdeveloped or improperly utilized will be recycled and redeveloped at higher densities in compliance with the General Plan.

SPECIFIC PLAN

Specific Plan areas in Cypress encompass residential, commercial and industrial uses.

Residential The two specific plans regulating residential uses only are the Sorrento Specific Plan and the Orange Avenue Specific Plan Amendment. Buildout of the Sorrento Specific Plan has occurred and only 18 dwelling units in the Orange Avenue Specific Plan remain to be constructed.

Commercial The Lincoln Avenue Specific Plan regulates primarily commercial uses along Lincoln Avenue. Refer to the discussion above under the commercial subheading regarding the land use implications of the Lincoln Avenue Specific Plan.

Industrial The Cypress Business Park encompasses a total of 587 acres of which approximately 81 percent has been developed. Remaining vacant land in the business park will be developed in compliance with the specific plans adopted for the area. Based on the development entitlements under the approved specific plans, a total of 12.4 million square feet of development is allowed. This equates to an overall average of 0.5:1 FAR. However, based on economic trends which have resulted in development below the maximum entitlement, combined with development constraints (such as height restrictions imposed by the JFTC Los Alamitos), total buildout in the Business Park will likely be below the permitted 12.4 million square feet.

INDUSTRIAL

Industrial areas in Cypress include both light industrial and business park development. No additional development is anticipated to occur in the light industrial areas of the community. This use is assumed to have an average development intensity of 0.4:1 FAR.

COMMUNITY FACILITIES AND SERVICES

All existing Community Facilities and Services uses will be retained under the General Plan. This use has an average development intensity of 0.5:1 FAR.

GOALS AND POLICIES

The Land Use Element's goals and policies direct future growth and development in Cypress, while minimizing existing and potential land use conflicts. The goals and policies are designed to encourage:

- Balanced Development with Economic Growth
- Compatible and Complementary Development
- Revitalization of Older, Obsolete Commercial and Industrial Properties
- High Quality Urban Design

- Coordination of Development with Public Facilities and Services
- Long-Term Citywide Economic Development

BALANCED DEVELOPMENT WITH ECONOMIC GROWTH

LU-1: Create a well balanced land use pattern that accommodates existing and future needs for housing, commercial, industrial and open space/recreation uses, while providing adequate community services to City residents.

LU-1.1: Preserve single-family neighborhoods in Cypress which are economically and physically sound.

LU-1.2: Allow for multi-family infill in designated areas to satisfy regional housing needs.

LU-1.3: Encourage mixed use development within the Lincoln Avenue Specific Plan area by providing incentives for senior citizen and multi-family housing.

LU-1.4: Locate residential uses within close proximity of commercial centers to encourage pedestrian access, and to provide a consumer base for commercial uses.

LU-1.5: Encourage the development of neighborhood-serving commercial uses in areas of Cypress presently underserved by such uses.

LU-1.6: Continue to encourage business parks as the preferred method of accommodating light industrial growth.

LU-1.7: Where feasible, increase the amount and network of public and private open space and recreational facilities for active or passive recreation as well as for visual relief.

Related Goals and Policies: Refer to Goals LU-13 through LU-20 and their associated policies, which further address long-term citywide economic development.

COMPATIBLE AND COMPLEMENTARY DEVELOPMENT

LU-2: Ensure that new development is compatible with surrounding land uses, the circulation network, availability of public facilities, and existing development constraints.

LU-2.1: Ensure a sensitive transition between commercial or business park uses and residential uses by implementing precise development standards with such techniques as buffering, landscaping, and setbacks.

LU-2.2: Where residential/commercial mixed use is permitted, ensure compatible integration of adjacent uses to minimize conflicts.

LU-2.3: Encourage non-conforming uses and buildings to be brought into compliance with City codes.

LU-2.4: Mitigate traffic congestion and unacceptable levels of noise, odors, dust, and light and glare which affect residential areas and sensitive receptors, where feasible.

LU-2.5: Monitor the impact and intensity of land uses in adjacent jurisdictions on Cypress' transportation and circulation systems, so that they are able to provide for the efficient movement of people and goods with the least interference.

LU-2.6: Encourage consolidation of parking and reciprocal access agreements among adjacent businesses to minimize curb cuts and disruption of traffic flow.

LU-2.7: Encourage the provision of pedestrian linkages between adjacent commercial uses and commercial and residential uses to encourage pedestrian activity and reduce vehicle trips.

LU-2.8: Ensure adequate monitoring of those uses that utilize hazardous materials to avoid industrial accidents, chemical spills, fires, and explosions.

REVITALIZATION

LU-3: Revitalize older commercial and residential uses and properties.

LU-3.1: Encourage and continue the use of redevelopment activities in the Civic Center project area, on Lincoln Avenue, and on the Los Alamitos Race Track and Cypress Golf Club.

LU-3.2: Support the provision of incentives for private development (as appropriate), joint public-private partnerships, and public improvements through redevelopment actions.

LU-3.3: Provide incentives to encourage lot consolidation and parcel assemblage to provide expanded opportunities for coordinated development.

LU-3.4: Continue to provide rehabilitation assistance in targeted residential neighborhoods and commercial districts to eliminate code violations and enable the upgrading of residential and commercial properties.

LU-3.5: Vigorously enforce City codes, including building, safety, and housing codes, to promote property maintenance.

Related Goals and Policies: Refer to Goal HOU-1 and Policies HOU-1.1 through HOU-1.5, which address the conservation and maintenance of housing, and Goal HOU-3 and Policies HOU-3.1 through HOU-3.3, which address the development of affordable housing in the Housing Element.

IMPROVED CITYWIDE URBAN DESIGN

LU-4: Improve urban design in Cypress to ensure that development is both architecturally and functionally compatible and to create identifiable neighborhoods, commercial, and business park districts.

LU-4.1: Develop citywide visual and circulation linkages through strengthened landscaping, pedestrian lighting, and bicycle trails.

LU-4.2: Encourage development projects to utilize high quality design for architecture and site planning through the City's design review process.

LU-4.3: Implement the design guidelines of the Lincoln Avenue Specific Plan to improve the overall appearance of existing buildings, streets, and parking areas consistent with the Lincoln Avenue streetscape.

LU-4.4: Preserve Cypress' low density residential neighborhoods through enforcement of land use and property development standards to create a harmonious blending of buildings and landscape.

LU-4.5: Improve the quality of Cypress' multi-family neighborhoods through a) improved buffers between multi-family residences, and commercial, and business park uses; b) provision of usable private and common open space in multi-family projects; c) increased code enforcement; and d) improved site, building, and landscape design.

LU-4.6: Continue to emphasize the Civic Center as the focal point of the community, civic, cultural, and recreational activities.

LU-4.7: Review and revise, as necessary, the City's development standards and project review/approval process to improve the quality of new development and to protect the public health and safety.

COORDINATE DEVELOPMENT WITH PUBLIC FACILITIES AND SERVICES

LU-5: Ensure that public facilities and services are available to accommodate development allowed under the General Plan and Zoning Ordinance.

LU-5.1: Encourage within economic capabilities a wide range of accessible public facilities and community services, including fire and police protection, flood control and drainage, educational, cultural and recreational opportunities and other governmental and municipal services.

LU-5.2: Identify public facility and service deficiencies and introduce priority projects into the City's budget process.

LU-5.3: Coordinate and collaborate with other agencies providing public utility service to Cypress to define areawide and regional needs, projects and responsibilities.

LU-5.4: Coordinate the construction of all public utilities to minimize disruption of vehicular traffic and negative impacts on roadways.

LU-5.5: Continue to make incremental improvements to the City's flood control and drainage system.

LU-5.6: To ensure an orderly extension of essential services and facilities, and preservation of a free-flowing circulation system, continue to require provision of essential facilities and services at the developer's expense where these systems do not exist or are not already part of the City's financed capital improvement program.

LINCOLN AVENUE SPECIFIC PLAN AREA

LU-6: Enhance the visual image and economic vitality of the Lincoln Avenue corridor.

LU-6.1: Monitor development activity along Lincoln Avenue, and re-evaluate the mix of land uses and development incentives provided for in the Lincoln Avenue Specific Plan every five years.

LU-6.2: Utilize the City's redevelopment authority to facilitate the revitalization of Lincoln Avenue. Encourage lot consolidation to achieve more cohesive development projects.

LU-6.3: Continue to provide development incentives which comply with guidelines and standards of the Lincoln Avenue Specific Plan.

LU-6.4: Encourage mixed use development on Lincoln Avenue by providing incentives for senior citizens and multi-family housing.

LU-6.5: Continue to maintain a "pedestrian scale and orientation" and improve pedestrian circulation and amenities.

LU-6.6: Promote economic revitalization through business attraction and retention activities.

Related Goals and Policies Refer to Goal LU-13 and Policies LU-13.1 through LU-13.5, which address economic development in the Lincoln Avenue Specific Plan area.

ANNEXATION STUDY AREA

LU-7: Ensure the compatibility of new multi-family residential infill with existing residential uses.

LU-7.1: Require new multi-family development to provide adequate buffers (such as decorative walls and landscaped setbacks) along boundaries with single-family residential uses to prevent impacts on residences due to noise, traffic, parking, light and glare, and differences in scale; to ensure privacy; and to provide visual compatibility.

LU-7.2: Allow small lot single-family development as infill projects and provide adequate development standards to ensure compatibility with surrounding residential uses.

LU-7.3: Ensure adequate infrastructure improvements are provided to support new multi-family development.

LU-8: Preserve the rural ambience of the Gay and Denni Street area, and encourage the upgrading of existing properties.

LU-8.1: Adopt a Planned Residential Development (PRD) overlay for the area to allow for more than one unit per lot as a means of encouraging new investment. Modify the PRD overlay zone to accommodate the area's smaller lot sizes.

LU-8.2: Provide standards in the PRD zone to avoid overbuilding on lots, and to maintain the area's single-family streetscape.

LU-8.3: Upgrade infrastructure as necessary to support additional development but keep standards for streets and drainage rural in character.

LU-8.4: Conduct a code enforcement program to improve property and building maintenance.

WICKER DRIVE STUDY AREA

LU-9: Encourage the development of Wicker Drive with community-oriented uses which provide linkage with the adjacent Civic Center.

LU-9.1: Study the feasibility of developing public uses on the Wicker Drive site, and pursue City/Agency ownership of the entire Wicker Drive Study Area.

LU-9.2: Provide consistent landscaping and streetscape design along the Orange Avenue frontage to enhance the visual connection with the Civic Center.

LU-9.3: Ensure the compatibility of development on Wicker Drive with the single-family residences to the north.

LU-9.4: Preserve landmark trees in the area, including the significant California Sycamore tree on Orange Avenue.

CYPRESS BUSINESS PARK

LU-10: Carefully regulate future development in the Business Park to ensure the current high quality environment is maintained.

LU-10.1: As a condition of development approval in the Business Park, consider the impacts of site utilization, access, and occupancy on traffic generation.

LU-10.2: Encourage use of alternative modes of transportation through continued implementation of the Cypress Business Park Trip Reduction Ordinance.

LU-10.3: Support the Orange County Congestion Management Program which requires traffic impact studies be prepared for most development proposals.

LU-10.4: Provide redevelopment assistance for needed improvements to circulation, drainage, and sewer systems in the Los Alamitos Race Track and Cypress Golf Course areas, and to support business park development in the area. An assessment district, formed in December 1997, began undergrounding utilities in the area with anticipated completion of work scheduled by the end of 2000.

LU-10.5: Amend the "Business Park" land use category to recognize the building intensities established by existing specific plans that regulate development in the Cypress Business Park.

LU-10.6: Amend the Zoning Ordinance to allow property owners adjoining the Union Pacific right-of-way to use portions of the right-of-way for parking but do not allow total building square footage to exceed that allowed by the applicable specific plan.

LU-10.7: Determine the need and desirability for providing a public multi-use trail along the former Union Pacific right-of-way.

COMMUNITY FACILITIES/SERVICES AND PUBLIC/ SEMI-PUBLIC STUDY AREA

LU-11: Provide clarification as to the City's authority over currently designated community facilities and services.

LU-11.1: Remove the former Union Pacific right-of-way from the "Community Services and Facilities" land use category.

LU-11.2: Review land uses currently allowed in the PS-1A (Public/Semi-Public) zone and establish discrete subdistricts within the PS-1A zone with appropriate land uses and development regulations for each.

JOINT FORCES TRAINING CENTER (JFTC) LOS ALAMITOS

LU-12: Establish land use patterns that protect the public from impacts (noise, potential accidents) associated with the Joint Forces Training Center (JFTC) Los Alamitos.

LU-12.1: Prohibit structures that are determined to be a "hazard" by the FAA because the proposed structure would:

- Raise the ceiling or visibility minimums at an airport for an existing or planned instrument procedure (i.e., a procedure

consistent with the FAA-approved airport layout plan or a proposed procedure formally on file with the FAA);

- Result in a loss in airport utility, such as causing the usable length of the runway to be reduced;
- Conflict with the VFR air space used for the airport traffic pattern or enroute navigation to and from the airport.

LU-12.2: Consult with the Airport Land Use Commission to ensure consistency with the scope and intent of the Airport Land Use Commission Law (Public Utilities Code Section 21670, et seq.)

LU-12.3: Continue to prohibit new residential development on existing vacant land within the 65 CNEL contour of the Joint Forces Training Center (JFTC) Los Alamitos.

LONG-TERM CITYWIDE ECONOMIC DEVELOPMENT

LINCOLN AVENUE SPECIFIC PLAN

LU-13: Promote the revitalization of Lincoln Avenue.

LU-13.1: Continue the current plan of action, including market feasibility analysis as appropriate, to attract desired retail, restaurant and entertainment uses and facilitate private investment.

LU-13.2: Build public/private cooperation through the development of business relationships and a continued high level of public infrastructure and services.

LU-13.3: Utilize Redevelopment, when feasible, to encourage the higher intensity development of residential and commercial activities at key locations.

LU-13.4: Continue to improve the overall appearance of Lincoln Avenue through façade, signage and landscaping and related programs.

LU-13.5: Continue to support the West Orange County Cities Association's (WOCCA) rail feasibility and alignment study and leave land use options open for possible passenger station either on or near Lincoln Avenue close to the intersection with Valley View Street.

COMMERCIAL AND BUSINESS PARK AREAS

LU-14: Attract high quality businesses to Commercial and Business Park areas.

LU-14.1: Survey local businesses and organizations to identify and track economic trends that present opportunities for Cypress.

LU-14.2: Actively market and promote Cypress by identifying development opportunities in the City's commercial and business park areas and displaying on City's website along with key contacts.

LU-14.3: Assist in the development of the property surrounding the Los Alamitos Race Course by providing site marketing and City permit procedure assistance.

LU-14.4: Develop a Real Estate Broker Network to inform local and regional commercial/industrial brokers of City plans and policies, while utilizing their expertise for business attraction and retention.

LU-14.5: Promote and increase Film Production in Cypress in coordination with the Orange County Film Council.

EXPANSION OF BUSINESSES CITYWIDE

LU-15: Retain and facilitate the expansion of businesses throughout the City.

LU-15.1: City management, economic development and planning staff should monitor the needs of the business community through ongoing contacts with the local business leaders and business groups and respond appropriately to those needs.

LU-15.2: Develop a sense of public/private cooperation through the development and maintenance of business relationships and a continued high level of public service.

LU-15.3: Provide incentives, such as through redevelopment and the ongoing improvement of public infrastructure and services that will attract more retail, restaurant and entertainment business.

LU-15.4: Using the City's sales tax tracking information, identify the major non-retail sales tax generating businesses to better understand their economic needs and to attract similar businesses to Cypress.

MAINTAIN BUSINESS PARK'S COMPETITIVENESS

LU-16: Continue to diversify the Cypress Business Park to maintain its competitiveness.

LU-16.1: Continue to identify business park needs to create an attractive, competitive and diversified economy, such as facilitating the development of restaurants, hotels and meeting rooms.

LU-16.2: Encourage the development of commercial land uses at key intersections in the business park, such as Katella Avenue/Valley View Street and Katella Avenue/Walker Street.

LU-16.3: Through contacts with brokers and business owners, pursue the market for unique retailing concepts, such as a "restaurant row," that can serve both the employment and the local residential market.

EXPAND RETAIL SECTOR

LU-17: Facilitate the expansion of the local serving retail sector.

LU-17.1: Increase the fiscal benefits to the City by attracting new retail, restaurant and entertainment businesses that can better serve the local population and employment.

LU-17.2: Target locations for new retail establishments in heavily traveled areas, such as along Lincoln Avenue and Valley View Street, as well as locations for a potential restaurant row.

LU-17.3: Examine possible joint opportunities for retail development with property owners and Cypress College at the southeast corner of Lincoln Avenue and Valley View Street.

LU-17.4: Assist local merchants that wish to revitalize older retail shopping centers through various strategies that might include: assistance in providing parking and merchant and property owner business improvement districts.

MARKET BUSINESS OPPORTUNITIES

LU-18: Develop marketing materials identifying business opportunities in Cypress.

LU-18.1: Develop an inventory of sites that can attract and expedite the development of new businesses.

LU-18.2: Regularly update marketing materials that highlight the quality of life, geographic location, accessibility and market area demographics.

LU-18.3: Coordinate with local realtors and business organizations in marketing Cypress.

LU-18.4: Utilize new technologies, such as the City of Cypress' website, local cable access and high speed communications networks.

DIVERSIFY TRANSPORTATION CHOICES

LU-19: Continue to diversify transportation choices in Cypress for residents and businesses.

LU-19.1: Encourage the extension of Light Rail through the City to serve Lincoln Avenue and Cypress College.

LU-19.2: Participate in the Orange County Transportation Authority's program to expand light rail and other forms of transportation in western Orange County.

LU-19.3: Identify locations for potential transportation facilities that serve both commuters and residents.

Related Goals and Policies: Refer to Goal CIR-2 and Policies CIR-2.1 through CIR-2.9, which address alternative modes of transportation.

PUBLIC INFRASTRUCTURE AND SERVICES

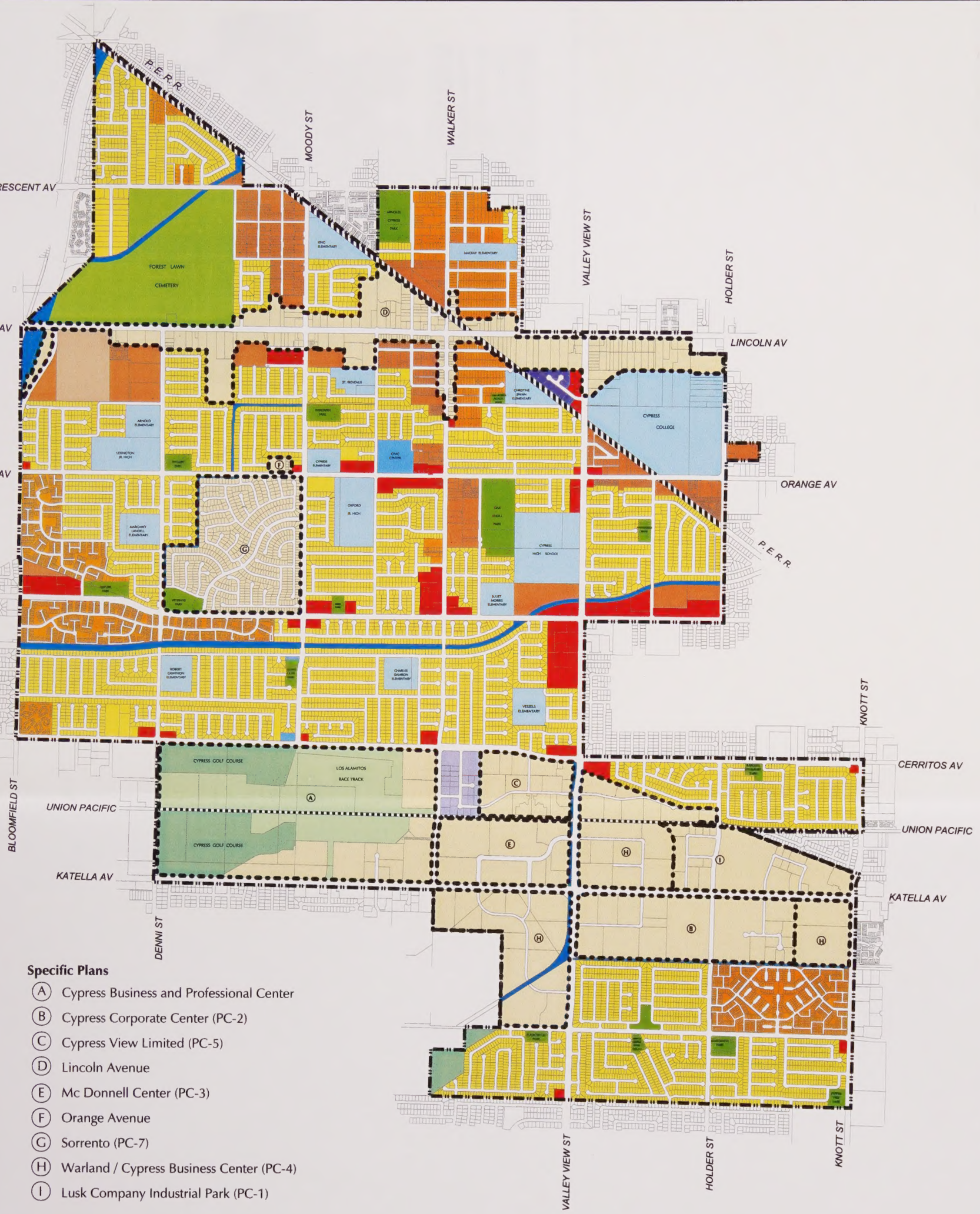
LU-20: Continue to provide a high quality of public infrastructure and services.

- LU-20.1: Continue to improve the quality of public improvements through the capital budgeting process.
- LU-20.2: Continue to identify new funding sources to leverage local resources.
- LU-20.3: Continue to target high priority implementation areas.

ECONOMIC MONITORING

LU-21: Economic strategy monitoring.

- LU-21.1: Evaluate plans and programs annually and identify the accomplishments of ongoing economic activities using a series of performance indicators.
- LU-21.2: Use the monitoring program to re-evaluate goals, policies and priorities in response to changing economic conditions.



CITY OF CYPRESS GENERAL PLAN

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1000 0 1000 2000 Feet

Land Use Policy Map

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May 29, 2001

Exhibit LU-4

III. Circulation Element

III. CIRCULATION ELEMENT

INTRODUCTION TO THE CIRCULATION ELEMENT

The City of Cypress circulation and transportation system plays an important role in shaping the overall structure and form of the City. Circulation relates not only to the actual physical transportation system such as streets, highways, bicycle routes, and sidewalks, but also to the various modes of transportation, such as cars, buses, trucks (goods movement), rail, bicycles, ridesharing, and walking, as well. These systems are shaped by land use patterns and provide the means to move people and goods through and within the City of Cypress. Land use and circulation must be closely tied to ensure that citizens are able to move in and around the City to locations where they live, work, shop, and spend leisure hours.

PURPOSE

The Circulation Element of the General Plan identifies the existing circulation system, circulation related issues, and goals and policies; and provides a comprehensive circulation plan which incorporates the various modes of transportation. The circulation plan is developed to meet present and future travel demand throughout the City. This Element is a general guide for the planning, development, and enhancement of the City of Cypress circulation system, based on existing and anticipated land uses.

RELATIONSHIP WITH OTHER PLANS AND GENERAL PLAN ELEMENTS

RELATED PLANS AND PROGRAMS

Transportation issues extend beyond the Cypress city limits. As a result, regional agencies have developed programs to forecast and manage countywide and region-wide traffic. The City must consider other transportation system planning efforts as it prepares for buildout of its own General Plan.

Most transportation-related plans and programs are established with the goal of maintaining acceptable operating Levels of Service (LOS) on the City's transportation system. LOS designations are qualitative descriptions of roadway and intersection operations which range from "A" to "F". Level of Service designations are analogous to letter grades received in school, where "A" is the best and "F" is the worst. Operating conditions at intersections and on street segments are evaluated using standard analysis methodologies that result in number values, which then correspond to Level of Service letter designations. This description of Level of Service provides a general background for the following discussion of related programs. A more detailed description of Level of Service standards is provided in Appendix A in Technical Appendix A.

Measure M - Growth Management Program (GMP)

As a result of the Orange County Measure M (a ½-percent sales tax increase), passed by Orange County voters in 1988, all Orange County cities are required to develop a Growth Management Program (GMP). The stated purpose of the GMP is to ensure that the planning, management, and implementation of traffic improvements and public facilities are adequate to meet the current and projected mobility needs of Orange County.

A traffic Level of Service (LOS) policy is to be established by each City, whereby LOS "D" or better is to be designated as the overall goal. However, it is recognized that some arterials are influenced by traffic factors beyond the control of the City; therefore, a lower LOS goal may be adopted for certain arterials. A Deficient Intersection List must also be developed for "problem" locations, and if future developments significantly impact these locations, they may provide mitigation in the form of pro-rata share fees.

The overall objective of the GMP is to ensure that new developments provide their fair share of public facilities and that services and infrastructure keep pace with anticipated growth. The program calls for an annual evaluation of compliance with LOS policies, a development phasing program, participation and interaction with other jurisdictions (Growth Management Areas or GMA's) to prioritize and receive funding for regional transportation improvements, provision of a Capital Improvement Program (CIP) to address specific City roadway needs, and development of a Transportation Demand Management (TDM) trip reduction program. In summary, the GMP requires development of a comprehensive program to ensure that improvement of public facilities keeps pace with development, and that new developments provide their fair share of those improvements.

Proposition 111 – Congestion Management Program (CMP)

Assembly Bill (AB) 471 (Proposition 111), as subsequently modified by AB 1791, requires every urbanized county with a population of 50,000 or more to adopt a Congestion Management Program (CMP) in order to be eligible for gasoline tax revenues. The City of Cypress must comply with the Orange County CMP requirements in order to receive its allocated portion of Measure M funds.

The CMP has an established Highway System (CMPHS), which consists of principal local arterials, Smart Streets and State Highways. In the City of Cypress, Valley View Street and Katella Avenue are on the Orange County CMPHS, and the intersection of Valley View/Katella is designated as a CMP intersection. A minimum operating Level of Service of LOS "E" is required on CMP facilities, unless the facility was operating at a worse level when the baseline counts were conducted in 1991. Cities will be required to maintain LOS "E" or better (or baseline levels, if worse than "E") on the CMPHS.

The CMPHS is monitored through CMP requirements and minimum Level of Service standards must be maintained in order to remain eligible for the gas tax revenues. One alternative to physical mitigation (widening streets, adding lanes at intersections, etc.) is to develop a deficiency plan, whereby the CMPHS system as a whole is improved and air quality benefits are provided.

An important aspect of the CMP regulations is the requirement that new developments mitigate any significant traffic impacts to the CMPHS. This means that cities need to develop a review process whereby the traffic impacts of new projects are evaluated and impacts mitigated. This serves to ensure that the LOS standards on the CMPHS are maintained. In addition, the CMP contains requirements similar to the GMP, such as a Capital Improvement Program (CIP) submittal, a trip reduction program (TDM), and the need for inter-jurisdictional coordination.

South Coast Air Quality Management Plan

In 1985, the South Coast Air Quality Management District (SCAQMD) implemented Regulation XV (Rule 1501), which required employers of more than 100 employees to implement trip reduction programs, to reduce peak hour traffic coming to and from the job site. Measures to reduce peak hour traffic included establishment of a Transportation Management Association to promote Transportation Demand Management (TDM) programs, with carpool matching and vanpool programs, transit and parking incentives, provision of on-site daycare facilities, and many other approaches. The SCAQMD has since significantly relaxed its TDM program requirements for most businesses, but as a result of the initial Regulation XV emphasis and also by requirement of the Orange County GMP, all Orange County cities still have an adopted a Trip Reduction Ordinance. Articles XVI, XVII, and XVIII of the City of Cypress Municipal Code provide detailed findings and guidelines for trip reduction air pollution reduction measures to be undertaken by businesses in the Cypress Business Park and throughout the City.

RELATIONSHIP WITH OTHER GENERAL PLAN ELEMENTS

The Circulation Element is related to several other elements of the General Plan, perhaps most closely to the Land Use Element. Circulation facilities are designed around the City's pattern of land use, to ensure safe and efficient access to and from each development. The type and design of the circulation system is determined by the nature and density of surrounding land uses, as well as inter-city access patterns and loads.

The Circulation Element is also related to the Noise, Air Quality, Conservation/Open Space/ Recreation, and Safety Elements. As described in the Noise Element, the circulation system is one of the major components of urban noise. The circulation system network also has a direct impact on natural resources, particularly air quality. Safety factors affect the location and design of circulation facilities and dictate the need for evacuation and emergency routes.

Because of its transportation-related issues, the Growth Management Element also relates to the Circulation Element. In 1988 Orange County voters approved Measure M, which increased sales tax revenues in order to fund needed transportation improvements throughout the County. To qualify to receive a portion of these revenues, each jurisdiction within the County must adopt a Growth Management Element.

Major components of the required Growth Management Element concern transportation-related issues. For example, the Element must contain a policy that establishes a minimum Level of Service (LOS) to be maintained at intersections impacted by new development. In addition, the Element must contain a policy to promote TDM measures in the City and must contain a Comprehensive Phasing Program to ensure coordination between new development and roadway capacities. These issues will be addressed in a consistent fashion between the Circulation and Growth Management Elements.

SUMMARY OF EXISTING CONDITIONS

REGIONAL ACCESS

The City of Cypress is well served by area freeways, although none are actually located within the City boundaries. The Artesia Freeway (SR-91), Garden Grove Freeway (SR-22), San Diego Freeway (I-405), and San Gabriel River Freeway (I-605) are located to the north, south, and west

of the City of Cypress, respectively. Each of these freeways is located within one to two miles from the Cypress City limits.

Bloomfield Street, Moody Street, Valley View Street, and Knott Avenue are all north-south arterials through the City of Cypress, and all have interchanges with the SR-91 Freeway to the north of the City. Valley View Street and Knott Street have interchanges with SR-22/I-405, to the south of the City. To the west of the City, freeway access at the I-605 is provided by Lincoln Avenue, Cerritos Avenue (access to and from the north only), and Katella Avenue.

Valley View Street and Katella Avenue are both regional arterials, which are included on the CMP Highway System (CMPHS). The CMPHS includes the Orange County Transportation Commission (OCTC) adopted Smart Street Network and all State Highways. Under a 20-year traffic improvement program, Orange County will establish 21 "Smart Streets," designed to carry significant volumes of inter-city and intra-city traffic, with enhanced geometrics, including extra travel lanes, limited mid-block access, bus turnouts, left- and right-turn pockets, synchronized signal timing and other improvements. Valley View Street and Katella Avenue are included in the Smart Street Network.

LOCAL ACCESS

EXISTING ARTERIAL SYSTEM

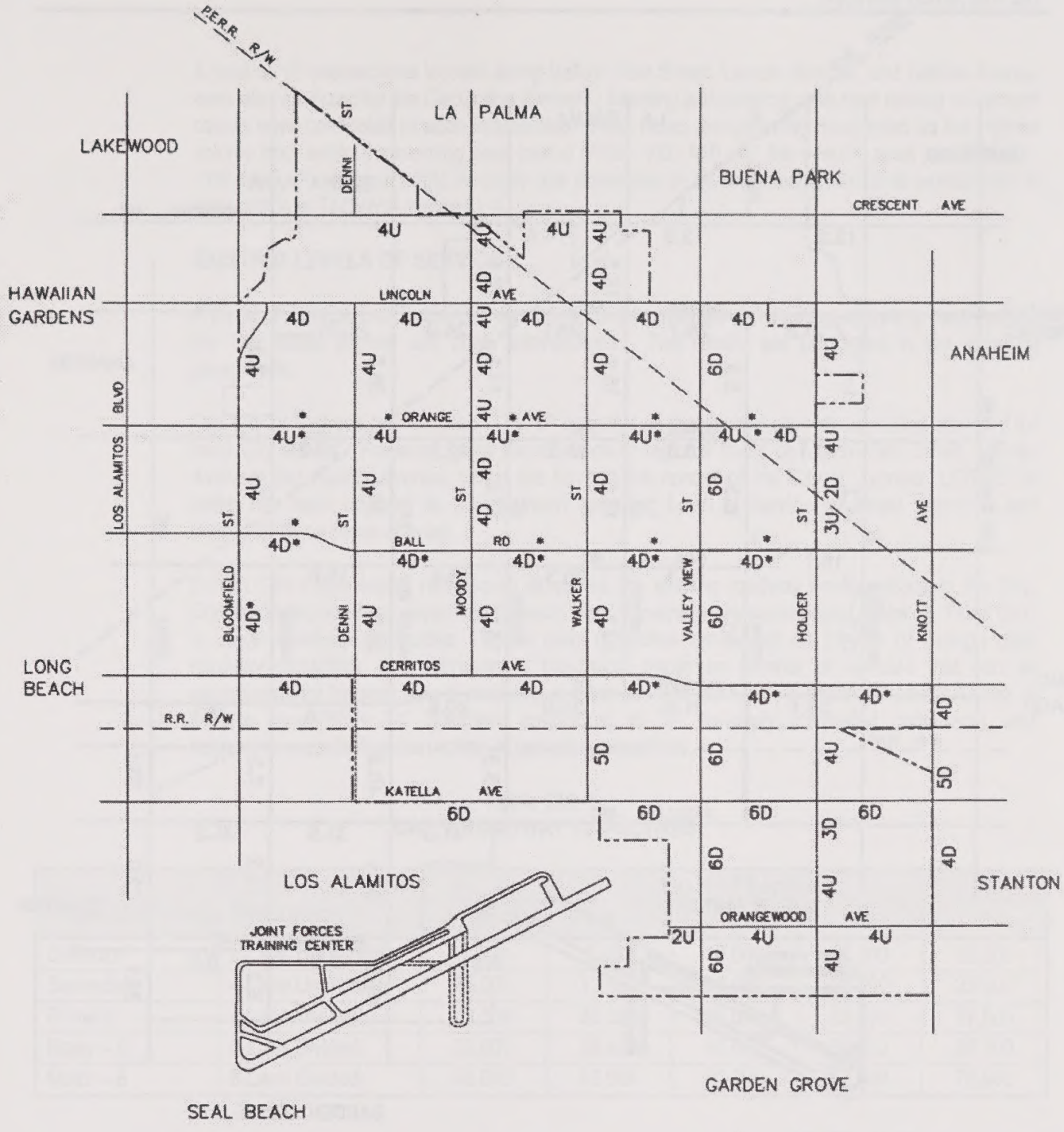
The City of Cypress circulation needs are served by a traditional grid system of arterials, with approximately ½-mile spacing, and signals at each arterial intersection. In three areas of the city, this grid street system is interrupted by established land uses, the most significant being the Joint Forces Training Center (JFTC) Los Alamitos (formerly known as the Los Alamitos Armed Forces Reserve Center) at the south edge of the city. Because of the size and location of this military installation, access to and from the south is limited to Bloomfield Street, Valley View Street and Knott Avenue. The Los Alamitos Race Track just north of the JFTC, and the Forest Lawn Cemetery at the north end of the city, also cause some discontinuity in the City's grid street system.

The east-west arterials through the City of Cypress that serve the City's circulation needs are Lincoln Avenue, Orange Avenue, Ball Road, Cerritos Avenue, Katella Avenue, and Orangewood Avenue. Those arterials with a north-south alignment that play an important role in the City's circulation system are Bloomfield Street, Denni Street, Moody Street, Walker Street, Valley View Street, Holder Street, and Knott Avenue.

The existing roadway system in the City of Cypress is presented on Exhibit CIR-1, *Existing Arterial System*. The information presented on this exhibit includes the number of travel lanes, existence or lack of a center street divider, where on-street parking is allowed, and where bicycle lanes are provided.

EXISTING TRAFFIC VOLUMES

Average Daily Traffic (ADT) volumes on City of Cypress arterials were collected by the City of Cypress in 1999. ADT volumes on each roadway segment are shown on Exhibit CIR-2, *Existing Daily Traffic Volumes (1999)*. In general, Valley View Street and Katella Avenue carry the highest volumes of traffic on a daily basis. The street segment that presently carries the most traffic is Valley View Street, between Katella Avenue and Orangewood Avenue, at 51,500 vehicles per day.



LEGEND

4 = NUMBER OF LANES
U = UNDIVIDED ROADWAY
D = DIVIDED ROADWAY
* = BIKE LANE CLASS II OR III

Source: Kimley-Horn and Associates.

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CITY OF CYPRESS GENERAL PLAN

Existing Arterial System

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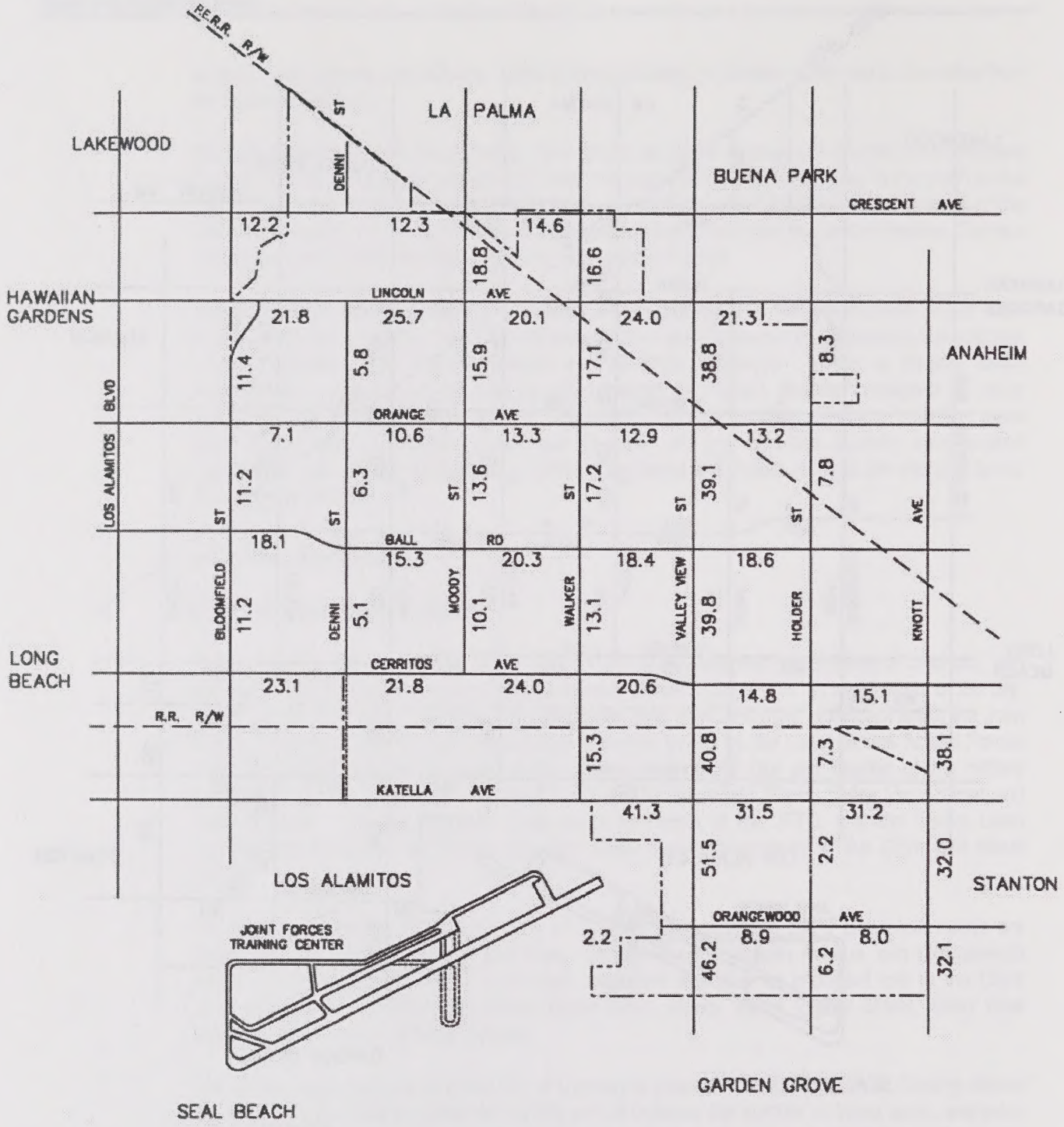
Exhibit CIR-1



Source: Kimley-Horn and Associates.

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CITY OF CYPRESS GENERAL PLAN

Existing Daily Traffic Volumes (1999)

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PLANNING ■ DESIGN ■ CONSTRUCTION

Exhibit CIR-2

A total of 13 intersections located along Valley View Street, Lincoln Avenue, and Katella Avenue were also analyzed for the Circulation Element. Morning and evening peak hour turning movement counts were conducted at each intersection. Peak hours are generally designated as the highest volume hour within the morning peak period (7:00 - 9:00 AM) and the evening peak period (4:00 - 7:00 PM). Peak hour traffic volumes are presented in the intersection analysis worksheets in Appendix A in Technical Appendix A.

EXISTING LEVELS OF SERVICE

A Level of Service (LOS) analysis was conducted to evaluate the existing operating conditions of the City street system and study intersections. The results are presented in the following paragraphs.

The City of Cypress has adopted LOS "D" or better as the desired citywide operating standard for most City streets. However, given the influence of regional traffic on Valley View Street, Lincoln Avenue, and Katella Avenue, which are beyond the control of the City of Cypress, LOS "E" or better has been adopted as the minimum operating Level of Service for street segments and intersections on these arterials.

Exhibit CIR-1 (previously referenced) illustrates the existing roadway configurations in the City. Corresponding roadway capacities for each type of roadway are summarized below on Table CIR-1, *Daily Roadway Capacities.* These daily capacities are based on County of Orange daily roadway capacities, and represent a theoretical maximum number of vehicles that can be accommodated by each type of roadway, at each Level of Service. As described earlier, Levels of Service range from "A" (excellent conditions) to "F" (severely congested conditions), and represents a qualitative description of operating conditions.

Table CIR-1
DAILY ROADWAY CAPACITIES

Type of Arterial	Description	Level of Service				
		A	B	C	D	E
Collector	2-Lane Undivided	7,500	8,800	10,000	11,300	12,500
Secondary	4-Lane Undivided	15,000	17,500	20,000	22,500	25,000
Primary	4-Lane Divided	22,500	26,300	30,000	33,800	37,500
Major – 6	6-Lane Divided	33,900	39,400	45,000	50,600	56,300
Major – 8	8-Lane Divided	45,000	52,500	60,000	67,400	75,000

Existing daily traffic volumes and daily roadway are shown on Exhibit CIR-2 (previously referenced). This provides a general comparison of existing traffic volumes to the roadway carrying capacity, and offers an overview of the operating conditions of the existing arterial system. Review of Exhibit CIR-2 shows that the existing daily volumes for most street segments are within the daily LOS "D" or "E" capacity limits. The segment of Knott Avenue from Cerritos to Katella Avenue is currently carrying a daily volume of 38,100 vehicles, which is slightly in excess of its LOS "E" capacity of 37,500 vehicles. A tabular summary of existing roadway operating conditions for all city street segments is provided on Table CIR-2, *Summary of Roadway Operations for Existing Conditions (1999).*

Table CIR-2
SUMMARY OF ROADWAY OPERATIONS FOR EXISTING CONDITIONS (1999)

Roadway Segment	Existing Conditions	LOS "E" Capacity	ADT	V/C Ratio	LOS
CRESCENT AVENUE:					
West of Bloomfield Street	Secondary	25,000	12,200	0.49	A
Bloomfield Street to Moody Street	Secondary	25,000	12,300	0.49	A
Moody Street to Walker Street	Secondary	25,000	14,600	0.58	A
LINCOLN AVENUE:					
Bloomfield Street to Denni Street	Major	56,300	21,800	0.39	A
Denni Street to Moody Street	Major	56,300	25,700	0.46	A
Moody Street to Walker Street	Major	56,300	20,100	0.36	A
Walker Street to Valley View Street	Major	50,600	24,000	0.47	A
East of Valley View Street	Major	56,300	21,300	0.38	A
ORANGE AVENUE:					
Bloomfield Street to Denni Street	Secondary	25,000	7,100	0.28	A
Denni Street to Moody Street	Secondary	25,000	10,600	0.42	A
Moody Street to Walker Street	Secondary	25,000	13,300	0.53	A
Walker Street to Valley View Street	Secondary	25,000	12,900	0.52	A
Valley View Street to Holder Street	Secondary	25,000	13,200	0.53	A
BALL ROAD:					
Bloomfield Street to Denni Street	Primary	37,500	18,100	0.48	A
Denni Street to Moody Street	Primary	37,500	15,300	0.41	A
Moody Street to Walker Street	Primary	37,500	20,300	0.54	A
Walker Street to Valley View Street	Primary	37,500	18,400	0.49	A
Valley View Street to Holder Street	Primary	37,500	18,600	0.50	A
CERRITOS AVENUE:					
Bloomfield Street to Denni Street	Primary	37,500	23,100	0.62	B
Denni Street to Moody Street	Primary	37,500	21,800	0.58	A
Moody Street to Walker Street	Primary	37,500	24,000	0.64	B
Walker Street to Valley View Street	Primary	37,500	20,600	0.55	A
Valley View Street to Holder Street	Primary	37,500	14,800	0.39	A
Holder Street to Knott Avenue	Primary	37,500	15,100	0.40	A
KATELLA AVENUE:					
West of Valley View Street	Major	56,300	41,300	0.73	C
Valley View Street to Holder Street	Major	56,300	31,500	0.56	A
Holder Street to Knott Avenue	Major	56,300	31,200	0.55	A
ORANGEWOODAVENUE:					
West of Valley View Street	Primary	37,500	2,200	0.06	A
Valley View Street to Holder Street	Primary	37,500	8,900	0.24	A
Holder Street to Knott Avenue	Primary	37,500	8,000	0.21	A
BLOOMFIELD STREET:					
Lincoln Avenue to Orange Avenue	Secondary	25,000	11,400	0.46	A
Orange Avenue to Ball Road	Secondary	25,000	11,200	0.45	A
Ball Road to Cerritos	Secondary	25,000	11,200	0.45	A

Table CIR-2
SUMMARY OF ROADWAY OPERATIONS FOR
EXISTING CONDITIONS (1999) – CONTINUED

Roadway Segment	Existing Conditions	LOS "E" Capacity	ADT	V/C Ratio	LOS
DENNI STREET:					
Lincoln Avenue to Orange Avenue	Secondary	25,000	5,800	0.23	A
Orange Avenue to Ball Road	Secondary	25,000	6,300	0.25	A
Ball Road to Cerritos	Secondary	25,000	5,100	0.20	A
MOODY STREET:					
North of Lincoln Avenue	Primary	37,500	18,800	0.50	A
Lincoln Avenue to Orange Avenue	Primary	37,500	15,900	0.42	A
Orange Avenue to Ball Road	Primary	37,500	13,600	0.36	A
Ball Road to Cerritos Avenue	Primary	37,500	10,100	0.27	A
WALKER STREET:					
North of Lincoln Avenue	Secondary	25,000	16,600	0.66	B
Lincoln Avenue to Orange Avenue	Secondary	25,000	17,100	0.68	B
Orange Avenue to Ball Road	Secondary	25,000	17,200	0.69	B
Ball Road to Cerritos Avenue	Secondary	25,000	13,100	0.52	A
Cerritos Avenue to Katella Avenue	Secondary	25,000	15,300	0.61	B
VALLEY VIEW STREET:					
Lincoln Avenue to Orange Avenue	Major	56,300	38,800	0.69	B
Orange Avenue to Ball Road	Major	56,300	39,100	0.69	B
Ball Road to Cerritos Avenue	Major	56,300	39,800	0.71	C
Cerritos Avenue to Katella Avenue	Major	50,600	40,800	0.72	C
Katella Avenue to Orangewood Avenue	Major	56,300	51,500	0.91	D
South of Orangewood Avenue	Major	56,300	46,200	0.82	D
HOLDER STREET:					
Lincoln Avenue to Orange Avenue	Secondary	25,000	8,300	0.33	A
Orange Avenue to Ball Road	Secondary	25,000	7,800	0.31	A
Cerritos Avenue to Katella Avenue	Secondary	25,000	7,300	0.29	A
Katella Avenue to Orangewood Avenue	Secondary	25,000	2,200	0.09	A
South of Orangewood Avenue	Secondary	25,000	6,200	0.25	A
KNOTT AVENUE:					
Cerritos Avenue to Katella Avenue	**Primary**	**37,500**	**38,100**	**1.02**	**F**
Katella Avenue to Orangewood Avenue	Primary	37,500	32,000	0.85	D
South of Orangewood Avenue	Primary	37,500	32,100	0.86	D

Note: V/C Ratio = Volume-to-Capacity Ratio
Source: City of Cypress 1999 Traffic Flow Map

Intersection analyses were also conducted at the 13 study intersections located along Valley View Street, Lincoln Avenue, and Katella Avenue in the City of Cypress. The Intersection Capacity Utilization (ICU) methodology was used, as specified by the Orange County CMP and GMP. The ICU methodology provides a comparison of intersection volumes to the intersection capacity and the results are then related to LOS values, ranging from "A" to "F", according to the following corresponding chart:

Intersection Capacity Utilization	Corresponding Level of Service
0.00 – 0.60	LOS A
0.61 –0.70	LOS B
0.71 – 0.80	LOS C
0.81 – 0.90	LOS D
0.91 – 1.00	LOS E
Greater than 1.00	LOS F

A summary of the existing intersection operating conditions is presented on Table CIR-3, *Intersection Analysis – Existing Conditions (1999).* With the exception of one intersection, all study intersections are operating at LOS "D" or better. The intersection of Katella Avenue and Knott Avenue is currently operating at LOS "E" in the evening peak hour. The City LOS standard for this intersection is LOS "E", since it is located along Katella Avenue, one of the regional arterials through the City.

Table CIR-3
INTERSECTION ANALYSIS
EXISTING CONDITIONS (1999)

Intersection	Existing Conditions			
	AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS
Lincoln / Bloomfield	0.48	A	0.49	A
Lincoln / Moody	0.53	A	0.69	B
Lincoln / Walker	0.59	A	0.87	D
Lincoln / Valley View	0.64	B	0.78	C
Valley View / Orange	0.72	C	0.74	C
Valley View / Ball	0.90	D	0.82	D
Valley View / Cerritos	0.62	B	0.68	B
Valley View / Katella	0.72	C	0.84	D
Valley View / Orangewood	0.77	D	0.62	B
Katella / Lexington	0.58	A	0.59	A
Katella / Walker	0.71	C	0.74	C
Katella / Holder	0.43	A	0.65	B
Katella / Knott	0.75	C	0.92	E

The CMP LOS standard is "E" or "baseline", if it was measured worse than "E" in 1991 when the "baseline" counts were conducted. All intersections are currently operating within CMP standards. The general LOS goal under GMP requirements is a Level of Service "D" or better operations. However, certain streets/intersections can be designated to have lower LOS standards, if certain conditions exist, as described earlier. For the City of Cypress, a Level of Service "E" standard applies to Valley View Street and Katella Avenue, given that they serve regional, as well as local, traffic. All other roadways in the City have a LOS "D" standard. These standards are consistent with the GMP.

BUS SYSTEM

The City of Cypress is currently served by five Orange County Transportation Association (OCTA) bus lines (Routes 21, 25, 42, 46, and 50), as illustrated in Exhibit CIR-3, *Existing Bus Routes*. Routes 21 and 50 serve the Cypress Business Park along Valley View and Katella, respectively; Route 42 serves the Lincoln Avenue corridor, Route 46 provides east-west service generally through the middle of the city, and Route 25 provides north-south service along Knott Avenue. All of the routes, with the exception of Route 25, operate 7 days a week, including holidays. Route 25 operates Monday through Saturday, with no Sunday or holiday service. Service frequencies and times are reviewed and modified by OCTA from time to time. Up-to-date route schedules and information for all OCTA services are posted on the OCTA web site at "www.octa.net".

OCTA routes connect with other transit providers from other cities, including Long Beach Transit and Long Angeles Metropolitan Transportation Authority (MTA). OCTA also provides the ACCESS Service, which is a shared-ride service for people with functional limitations caused by a disability.

BIKEWAY SYSTEM

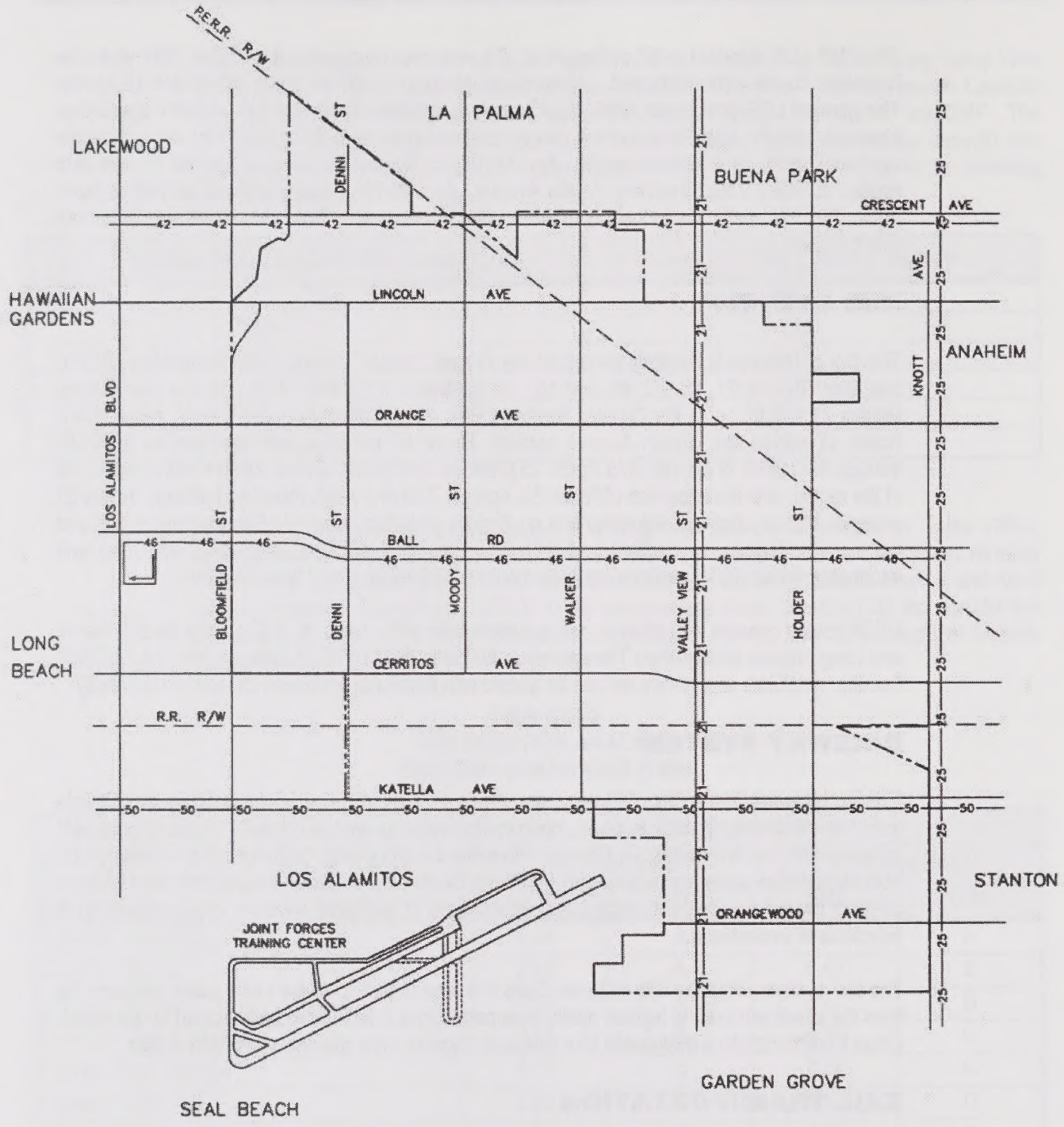
Existing bikeways in the City of Cypress are shown on Exhibit CIR-4, *Existing Bikeways*. Bicycle trails provide access to schools, parks, open space areas, as well as commercial and employment centers within the community. A bikeway can either be an on-road bikeway, which would include both striped bike lanes and signed-only bikeways; or an off-road paved bikeway. In some cases, off-road bikeways utilize City sidewalks, where there is sufficient width to accommodate both bicycles and pedestrians.

The trail system within the City includes Class I, II, and III paths. Class I bike paths are separate from the street and are the highest quality bike path. Class II and III are both located on the street. Class II paths include a designated bike lane and Class III paths are only marked by a sign.

RAIL TRANSPORTATION

Existing rail lines in the City of Cypress are illustrated on Exhibit CIR-5, *Existing Truck Routes and Rail Lines*. The existing Southern Pacific Rail Line, with a northwest-southeast alignment, crosses the northeast corner of the City. The right-of-way was purchased some years ago by the Orange County Transportation Authority (OCTA) for potential use as a commuter rail line. This purchase precludes freight use of the east-west rail line, which crosses through the Cypress Business Park at the south end of the City, since it is a spur line off of the purchased main line.

Cypress is a member of The Western Orange County Cities Association (WOCCA), which is evaluating the feasibility of an urban rail system serving the cities of West Orange County. No specific alignment for this potential urban rail system has yet been established.



LEGEND

—XX— = BUS ROUTE AND ROUTE NUMBER

Source: Kimley-Horn and Associates.

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CITY OF CYPRESS GENERAL PLAN

Existing Bus Routes

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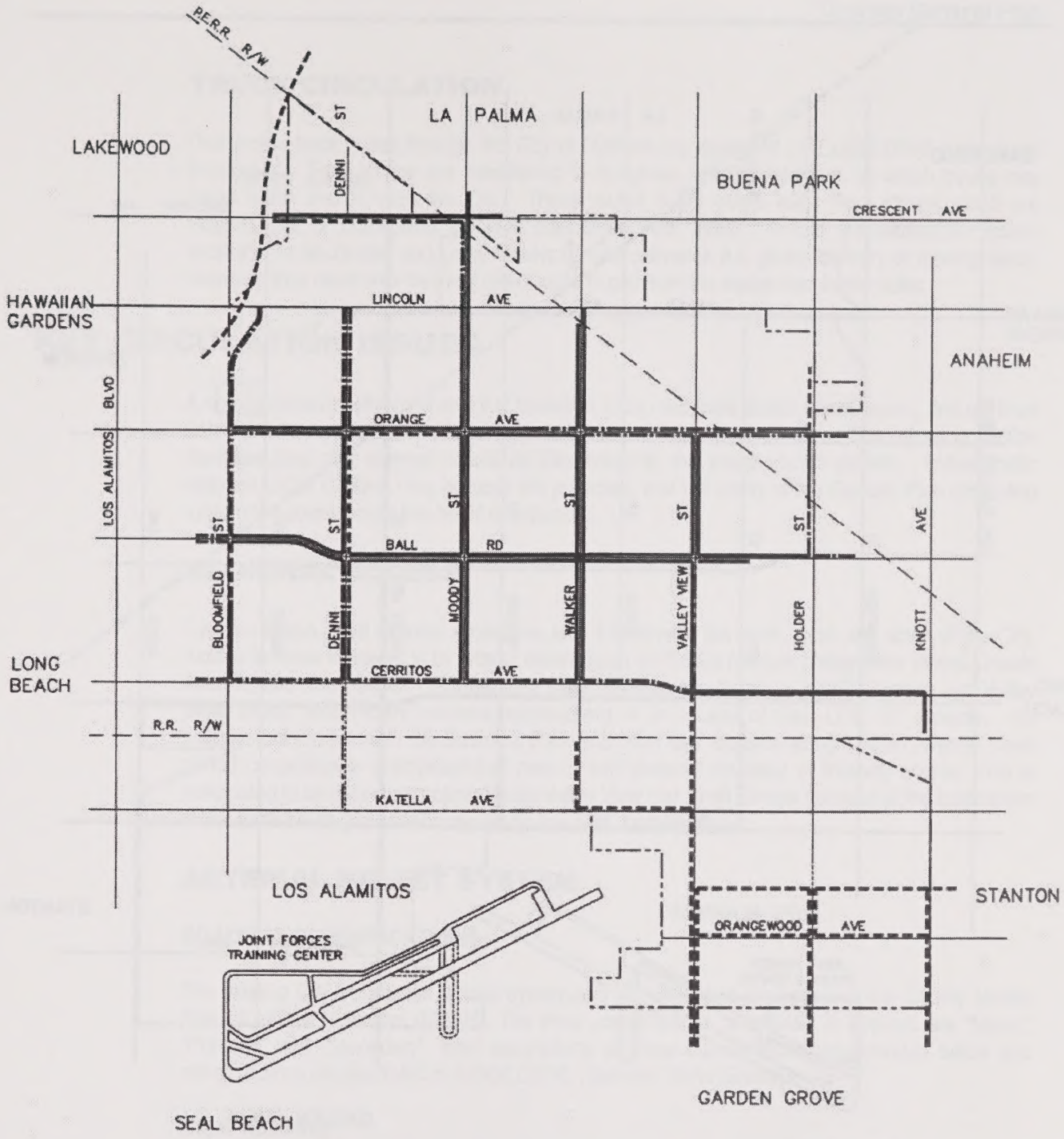
Exhibit CIR-3



Source: Kimley-Horn and Associates.

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CITY OF CYPRESS GENERAL PLAN

Existing Bikeways

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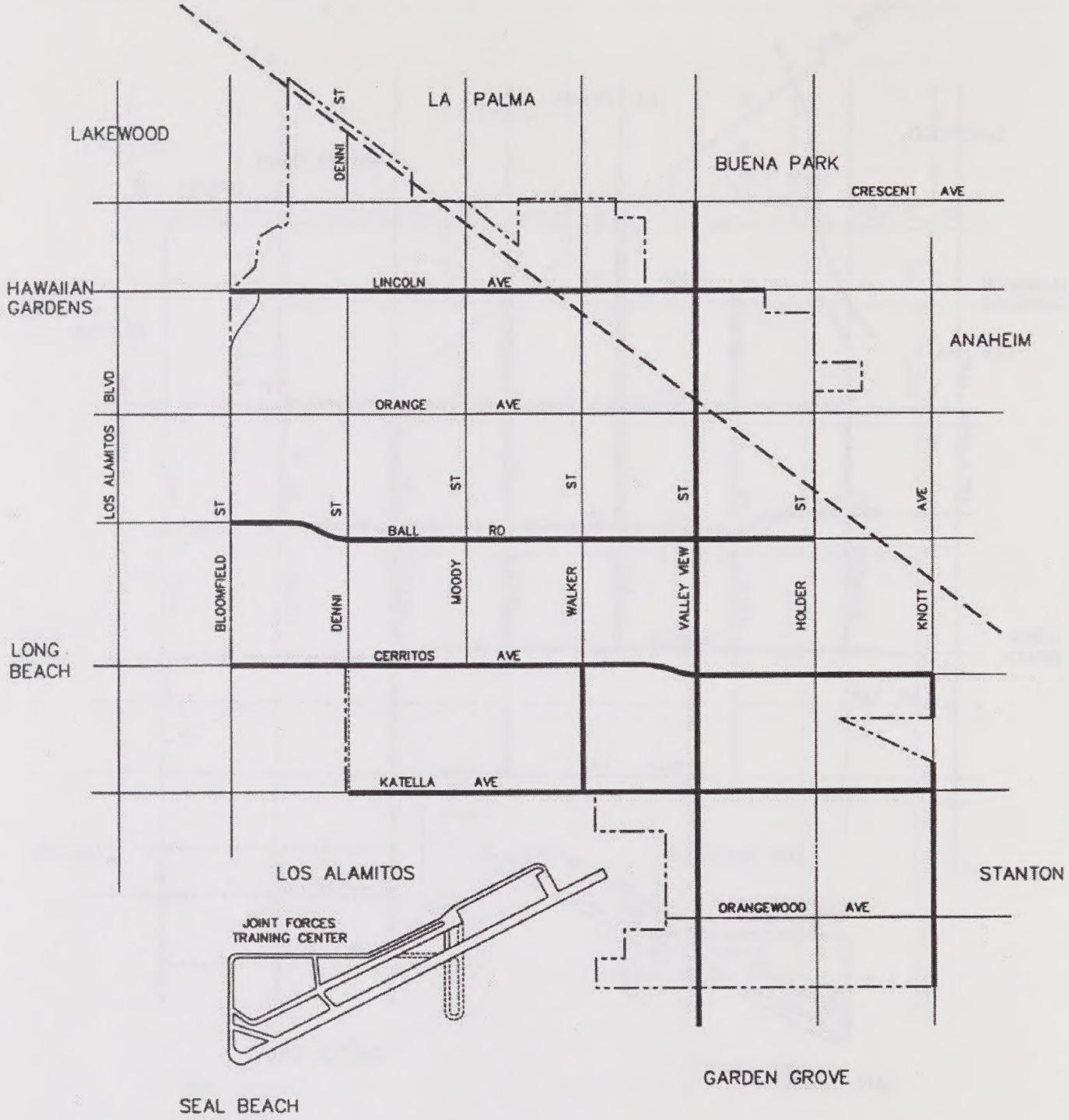
PLANNING ■ DESIGN ■ CONSTRUCTION

Exhibit CIR-4



Source: Kimley-Horn and Associates.

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CITY OF CYPRESS GENERAL PLAN

Existing Truck Routes and Rail Lines

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PLANNING ■ DESIGN ■ CONSTRUCTION

Exhibit CIR-5

TRUCK CIRCULATION

Designated truck routes through the City of Cypress are illustrated on Exhibit CIR-5 (referenced previously). Truck routes are established to designate specific roadways on which trucks may travel within and through the City. These routes direct trucks away from streets which are inappropriate or inadequate to serve substantial truck traffic. Trucks are allowed to access locations on Secondary and Local Streets for site deliveries (i.e. goods delivery or moving vans), however, they must take the most direct route to and from the designated truck routes.

KEY CIRCULATION ISSUES

A comprehensive network of regional freeways, local roadways, public transit routes, and rail lines serve the transportation needs of Cypress and surrounding jurisdictions. The following section identifies local and regional issues as they relate to the transportation system. Future traffic volumes under General Plan buildout are projected, and the ability of the General Plan circulation system to accommodate this traffic is evaluated.

REGIONAL ACCESS

Cypress enjoys good regional access via area freeways to the north, west, and south of the City. Access to these freeways is by arterial streets such as Katella Avenue, Valley View Street, Lincoln Avenue, and Knott Street. The greatest traffic volumes are borne by Katella Avenue and Valley View Street, which carry volumes approaching or in excess of their LOS "E" capacity. As employment increases in the Business Park and retail use expands along Lincoln Avenue, peak period congestion is anticipated that may in turn diminish the ease of freeway access. This is anticipated to be especially noticeable on Valley View and Knott Streets because of the interruption of the north-south grid pattern caused by the JFTC Los Alamitos.

ARTERIAL STREET SYSTEM

ROADWAY CLASSIFICATIONS

The existing City of Cypress arterial system and classifications are based on the County Master Plan of Arterial Highways (MPAH). The three classifications of arterials in Cypress are "Major", "Primary", and "Secondary". Brief descriptions of these classifications are provided below and street sections are illustrated in Exhibit CIR-6, *Standard Street Sections*.

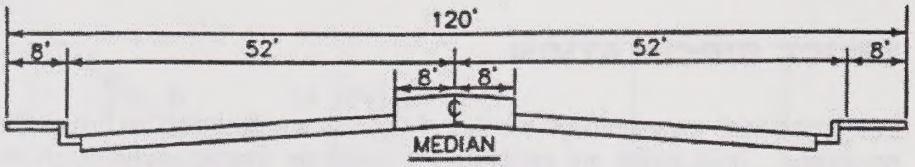
Major Roadway

This classification calls for a 104-foot curb-to-curb width within a 120 feet of right-of-way. A six-lane, divided roadway can be provided within this street section. Based on County of Orange EMA standards, the estimated daily volume capacity for LOS "D" operations is 50,600 vehicles per day (vpd), and 56,300 vpd for LOS "E". Within the City of Cypress, Valley View Street, Lincoln Avenue, and Katella Avenue are classified as Major Roadways.

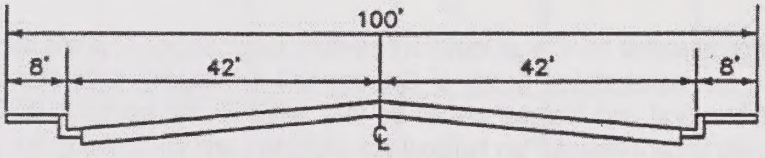
Primary Roadway

A Primary Roadway provides an 84-foot curb-to-curb width within 100 feet of right-of-way. This street section provides a four-lane, divided street with a LOS "D" capacity of 33,800 vehicles per

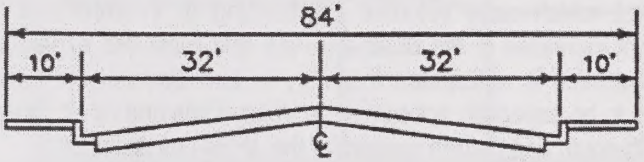
MAJOR STREET



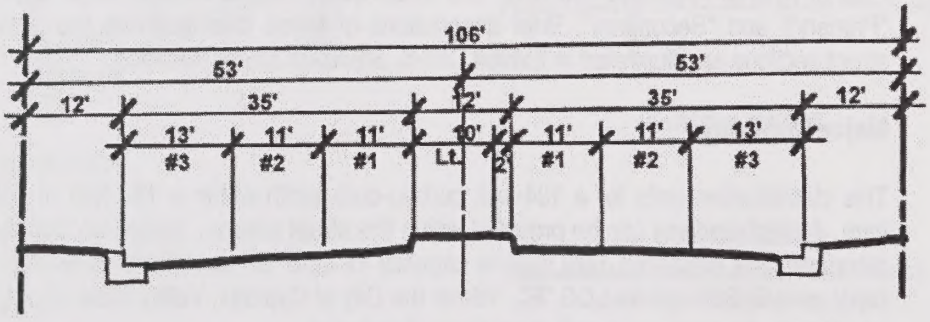
PRIMARY STREET



SECONDARY STREET



LINCOLN AVENUE TYPICAL STREET SECTION



Source: Kimley-Horn and Associates.

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CITY OF CYPRESS GENERAL PLAN

Standard Street Sections

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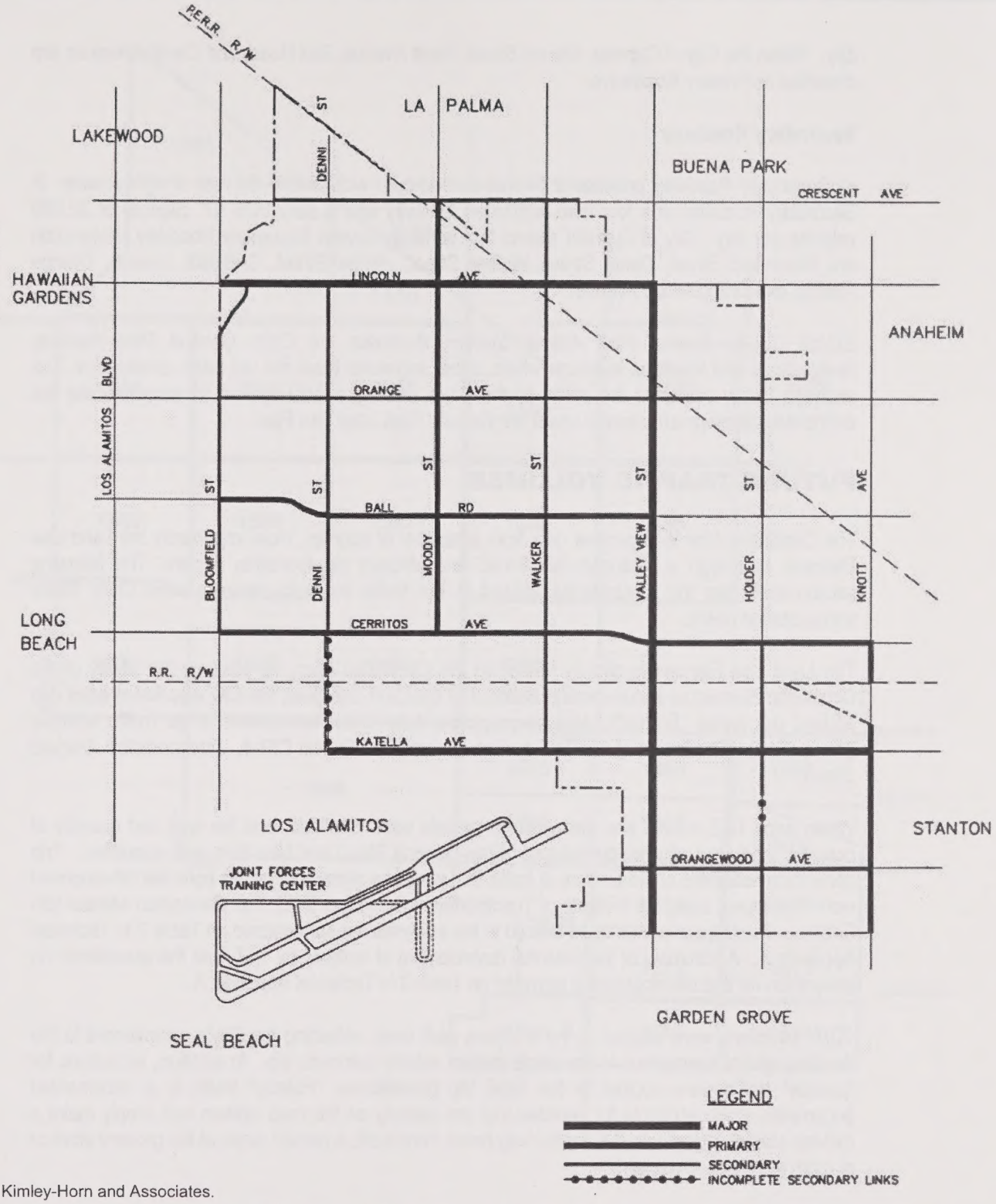
Exhibit CIR-6



Source: Kimley-Horn and Associates.

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CITY OF CYPRESS GENERAL PLAN

General Plan Arterial System

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Exhibit CIR-7

day. Within the City of Cypress, Moody Street, Knott Avenue, Ball Road, and Cerritos Avenue are classified as Primary Roadways.

Secondary Roadway

A Secondary Roadway provides a 64-foot curb-to-curb width within 84 feet of right-of-way. A Secondary Roadway is a four-lane, undivided roadway with a daily LOS "D" capacity of 22,500 vehicles per day. City of Cypress streets that currently have a Secondary Roadway designation are Bloomfield Street, Denni Street, Walker Street, Holder Street, Crescent Avenue, Orange Avenue and Orangewood Avenue.

Exhibit CIR-7, *General Plan Arterial System*, illustrates the City's General Plan roadway designations and identifies locations where street segments have not yet been constructed. The analyses below evaluates the ability of the City's existing arterial system to accommodate the anticipated development allowed under the General Plan Land Use Plan.

FUTURE TRAFFIC VOLUMES

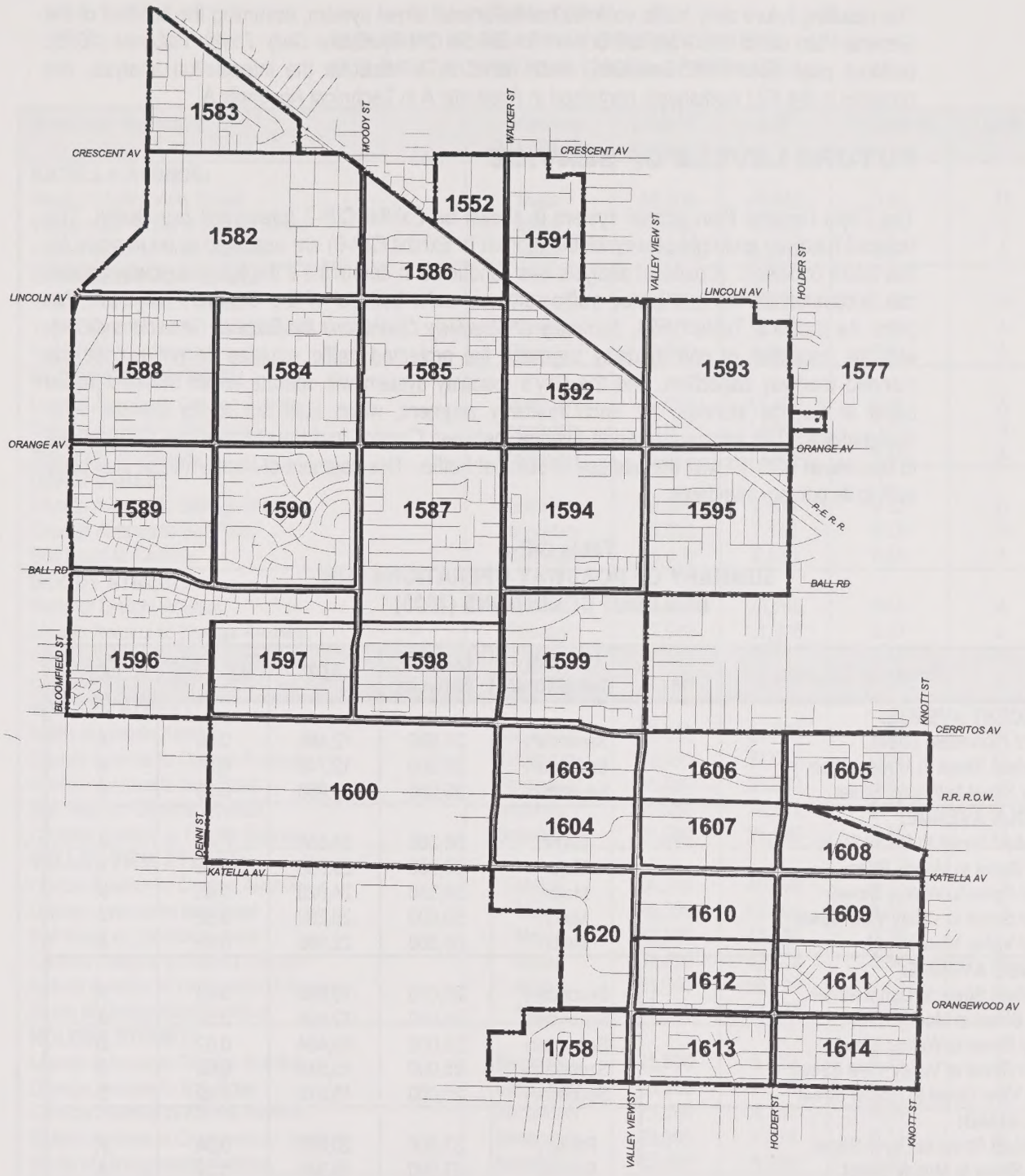
The Circulation Plan incorporates data from a number of sources, most importantly the Land Use Element, to design a balanced, functional, and efficient transportation system. The following section describes the assumptions utilized in the traffic study to determine the City's future transportation needs.

The Land Use Element is directly related to the Circulation Plan. To evaluate the ability of the Circulation Element to accommodate Buildout of the Land Use plan, the City was first divided into 35 land use areas. For traffic analysis purposes, these areas are referred to as Traffic Analysis Zones (TAZ). The layout of the TAZ system is shown on Exhibit CIR-8, *Transportation Analysis Zones*.

Within each TAZ, vacant and underutilized parcels were identified, and the type and quantity of potential land uses allowed by buildout of the General Plan Land Use Plan was quantified. Trip generation estimates of the amount of traffic that would be generated by this potential development were developed, using the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (6th Edition). The trip generation rates utilized in the analyses are summarized on Table 2 in Technical Appendix A. A summary of the potential development at buildout by TAZ, and the associated trip generation for that development is provided on Table 3 in Technical Appendix A.

TDM reductions were applied to the business park uses, reflecting the City's commitment to the development of alternatives to the single-person vehicle commute trip. In addition, reductions for "passby" traffic were applied to the retail trip generations. "Passby" traffic is a documented occurrence which accounts for vehicles that are already on the road system and simply make a mid-trip stop at a retail use (i.e. on the way home from work, a person stops at the grocery store or at a drive-through restaurant).

Net traffic generation was then distributed from each TAZ to other TAZ's in the city, and to areas outside the City of Cypress. Trip distribution assumptions were based on the locations of trip producers (residential areas) and trip attractors (employment, shopping, school, entertainment, and other uses), and the interrelationships between the two. Trip distribution assumptions also took into account the street system in place to carry project traffic, and accessibility to the area freeways.



CITY OF CYPRESS GENERAL PLAN

Transportation Analysis Zones

Source: Cypress Department of Public Works

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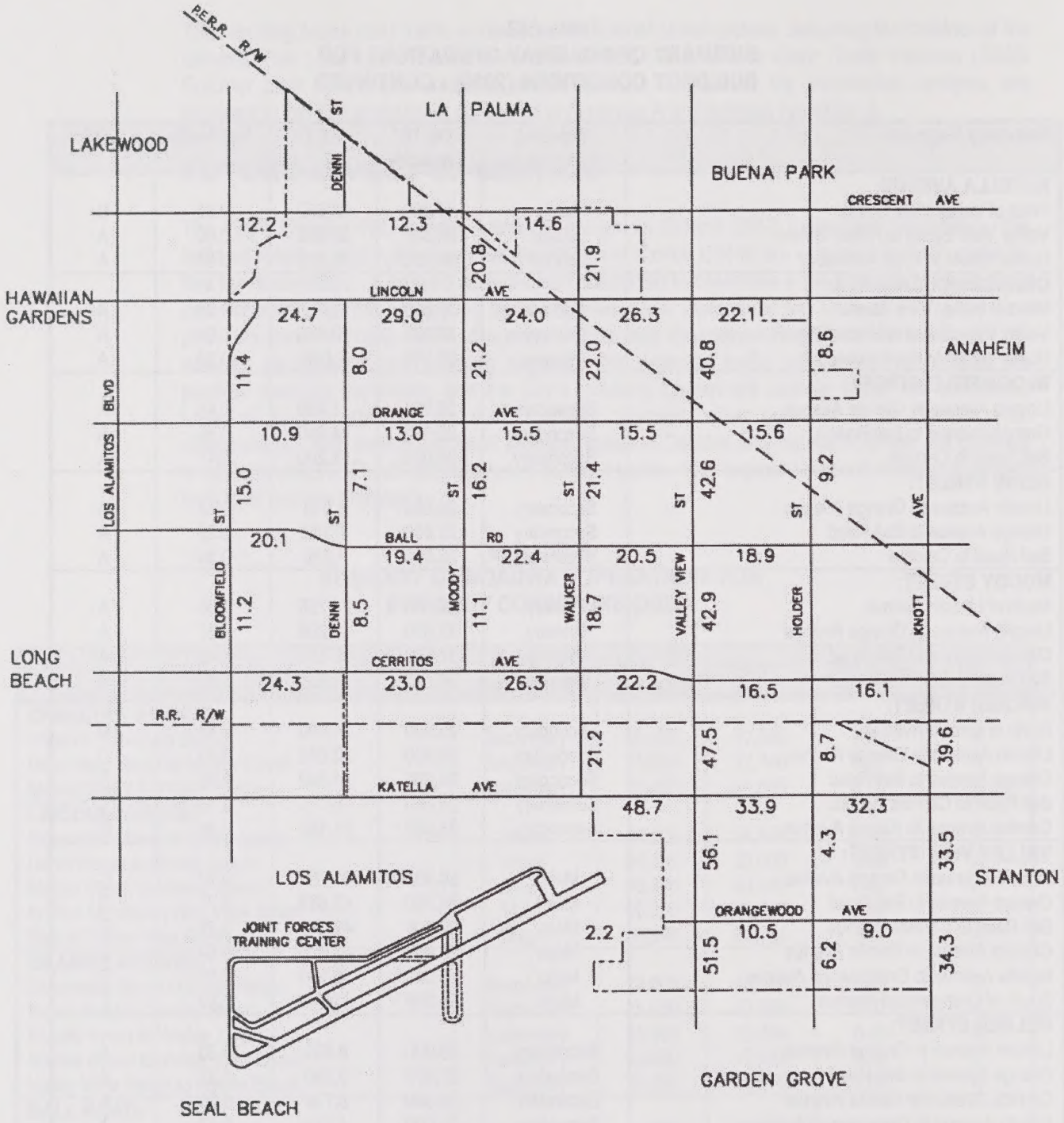
Exhibit CIR-8



LEGEND

XX.X = DAILY VOLUMES IN THOUSANDS

Source: Kimley-Horn and Associates.

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CITY OF CYPRESS GENERAL PLAN

Future Daily Traffic Volumes (2020)

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Exhibit CIR-9

For the buildout intersection analysis, programmed intersection improvements are assumed to be in place. These include the addition of a southbound right-turn lane at the intersection of Ball Road and Valley View Street, and the addition of a fourth eastbound through lane at the intersection of Katella Avenue and Valley View Street. Buildout intersection analyses results are presented on Table CIR-5, *Intersection Analysis – Buildout Conditions (2020)*. The ICU worksheets are provided in Appendix A in Technical Appendix A. It should be remembered that the study intersections are located along Valley View Street, Lincoln Avenue, and Katella Avenue, for which the City has adopted an LOS standard of E. All intersections are projected to operate at LOS "E" or better in both peak hours. Even with buildout traffic added, 10 of the 13 intersections meet LOS "D" or better operations in both peak hours.

Table CIR-5
INTERSECTION ANALYSIS
BUILDOUT CONDITIONS (2020)

Intersection	Buildout Conditions			
	AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS
Lincoln / Bloomfield	0.49	A	0.52	A
Lincoln / Moody	0.58	A	0.80	C
Lincoln / Walker	0.69	B	0.99	E (1)
Lincoln / Valley View	0.69	B	0.85	D
Valley View / Orange	0.78	C	0.89	D
Valley View / Ball	0.92	E (1)	0.91	E (1)
Valley View / Cerritos	0.70	B	0.79	C
Valley View / Katella	0.77	C	0.88	D
Valley View / Orangewood	0.85	D	0.68	B
Katella / Lexington	0.58	A	0.59	A
Katella / Walker	0.82	D	0.84	D
Katella / Holder	0.45	A	0.67	B
Katella / Knott	0.78	C	0.95	E (2)

(1) Intersection worsens from LOS "D" under Existing Conditions to LOS "E" with Buildout Traffic.
(2) Intersection remains at LOS "E".

CMP, GMP, AND AQMP

The City of Cypress is eligible for Proposition 111 (CMP) and Measure M (GMP) funding, as long as it demonstrates compliance with program requirements. Both programs are directly linked to transportation issues, with requirements that new developments mitigate their traffic impacts on the surrounding street system.

Although the specific requirements of the CMP and GMP differ, both include issues such as Level of Service (LOS) standards, coordination with other jurisdictions, Transportation Demand Management (TDM) ordinances and application, monitoring of conditions, and mitigation of impacts. The AQMP supplements these two programs, although its focus is on achieving and maintaining air quality standards.

Overall, these programs acknowledge that land use, transportation, and air quality issues are all interrelated. The requirements under each of these programs serve to ensure a safe and efficient transportation system, which is a primary goal of the Circulation Element of a General Plan.

HOLDER AND DENNI STREETS

With a few exceptions, the street system within the City of Cypress is largely built out. Short sections of Holder Street and Denni Street are the two uncompleted connections of the arterial system identified in the Circulation Element. The incomplete segment of Denni Street (Lexington Drive) is a ¼-mile segment between the current terminus of Lexington Drive and Katella Avenue. Holder Street is incomplete over the Stanton Storm Channel, between Katella Avenue and Orangewood Avenue. Both links would provide additional north-south travel parallel to Valley View Street and Knott Avenue in the southern portion of the City.

The City of Cypress conforms to a typical grid street system, with generally ½-mile spacing between arterials. However, the city's north-south arterials are interrupted by the Forest Lawn Cemetery, in the northwest corner of the City; and the Los Alamitos Race Track and the Joint Forces Training Center (JFTC) Los Alamitos at the south end of the City. Currently, there are no north-south streets connecting Katella Avenue and Cerritos Avenue between Walker Street and Bloomfield Street (a distance of about 1-1/2 miles). The Denni Street connection, at the west edge of the Los Alamitos Race Track would improve north-south circulation in this part of the City.

The Holder Street connection would help to mitigate circulation constraints caused by the JFTC Los Alamitos. The JFTC precludes north-south connections between Katella Avenue and the SR-22/I-405 Freeways to the west of Valley View Street, and the missing Holder Street bridge precludes same to the east of Valley View Street. As a result, access to the freeway, and north-south movement through the southern area of the City is limited to Valley View Street and Knott Avenue. Valley View Street is currently carrying over 51,000 vehicles per day (vpd) south of Orangewood. The completion of Holder Street over the Stanton Storm Channel would complete an arterial link, which would provide an alternative parallel route to Valley View Street and Knott Avenue, both of which currently meet relatively high traffic demands.

LINCOLN AVENUE

In recent years, the Lincoln Avenue corridor, which runs through the northern part of the city, has undergone a redevelopment and streetscape project to revitalize the area. The Lincoln Avenue Redevelopment Project Area extends from Bloomfield Street to Valley View Street. Streetscape features include landscaped medians, on-street parking, enhanced pedestrian features, and street chokers (or bulb-outs) with planters which effectively narrow the travel width of the street to four through lanes. These features are intended to reduce through traffic, slow visitor traffic, and enhance pedestrian movement through the revitalized shopping district. Lincoln Street remains classified as a six-lane major roadway, consistent with the County of Orange Master Plan of Arterial Highways (MPAH). City policy would allow removal of the bulb-outs to return the street to six-lane operation, should future traffic volumes warrant.

BUS SYSTEM

Exhibit CIR-3 (previously referenced) shows that the business park and retail uses along Katella Avenue and Valley View Street have existing bus services. As these areas develop in the future and efforts are increased to reduce dependence on the single occupancy vehicle, there may be an increased need for expanded bus service. As urban rail develops in the West Orange County

area, expanded bus service can also provide feeder service between rail stations, park-and-ride lots, and the Cypress Business Park area.

BIKEWAY SYSTEM

Generally, the existing bikeway system serves most areas of the City, including the Cypress Business Park area. Completion of the bikeway system, to include all schools, community civic centers, service areas, parks, employment centers and regional bike paths should be strived for.

JOINT FORCES TRAINING CENTER (JFTC) LOS ALAMITOS

In the strictest sense, Joint Forces Training Center (JFTC) Los Alamitos is not a major regional transportation facility because it does not directly service the City's civilian population, and is limited exclusively to military aircraft operations. The facility does serve as a major emergency evacuation point for the region, and as such should be regarded as a significant element in the City's overall transportation and circulation system.

DESCRIPTION OF THE CIRCULATION PLAN

The "Circulation Issues" section in this Element identifies the long-term transportation and circulation concerns in Cypress. This section describes the strategies that the City will pursue to address these issues and to develop a balanced transportation system that meets the future mobility needs of Cypress residents, as well as the business sector's demand to move goods most efficiently and effectively.

MASTER PLAN OF STREETS

The City's existing General Plan Arterial System is presented in Exhibit CIR-7.

Review of projected daily traffic volumes and evaluation of intersection capacities under General Plan buildout indicate the City's current Master Plan of Streets is adequate to accommodate future growth. While one roadway segment on Knott Avenue will exceed the LOS "E" daily traffic volume capacity, the adjacent intersection of Katella Avenue and Knott Avenue will operate at LOS "E" or better with buildout traffic volumes.

The intersection analysis indicates that minimum LOS "E" or better operations can be provided at all study intersections. Many of the intersections are projected to operate at LOS "C" or better under buildout conditions.

As the City's circulation system is anticipated to be operating at capacity conditions at certain key locations, it will be imperative to closely evaluate and monitor development as it occurs to determine its impacts on the surrounding street system. The specific types and sizes of future projects will influence the related traffic impacts. This indicates the need to balance land use decisions with the potential traffic impacts.

PUBLIC TRANSPORTATION PLAN

The proposed urban rail system within Orange County could have significant beneficial effect on traffic conditions in Cypress, given the substantial employment base along Katella Avenue and Valley View Street. Benefits could be expanded by the West Orange County Cities Association,

which is investigating the feasibility of an urban rail system serving western Orange County. The actual location of the rail lines and accompanying stations will also greatly influence future bus routes.

Given the TDM goals adopted by the City, particularly in the Business Park area of the City, public transportation is anticipated to play a vital role. With regard to bus service, city planners and developers will need to take an active role in incorporating bus stops into new development, and expanding bus service which will meet future travel demands. Development of the rail systems will also need to be monitored to determine how they can be best utilized to meet the TDM goals.

TRUCK ROUTE PLAN

The existing Truck Route Plan, shown on Exhibit CIR-5, serves the needs of the City and no beneficial modifications are apparent at this time.

BIKEWAYS AND SIDEWALK FACILTIES PLAN

While the existing bikeway system serves most areas of the City, a goal should be to provide the highest quality of bikeways possible along these routes, given the individual needs. For example, under existing conditions, there are individual locations where bicycle lanes and on-street parking occur at the same location, with each allowed at different times of the day. While this is allowable by Caltrans standards, wherever possible, as the Bikeway System is built out, the bikeway should be upgraded to either an exclusive bicycle lane, or an off-road bikeway. Future extensions to the Bike Path Systems are illustrated on Exhibit CIR-10, *Bike Path Plan*. The proposed systems provide additional access to recreation and open space resources, as well as to commercial and employment centers in the City.

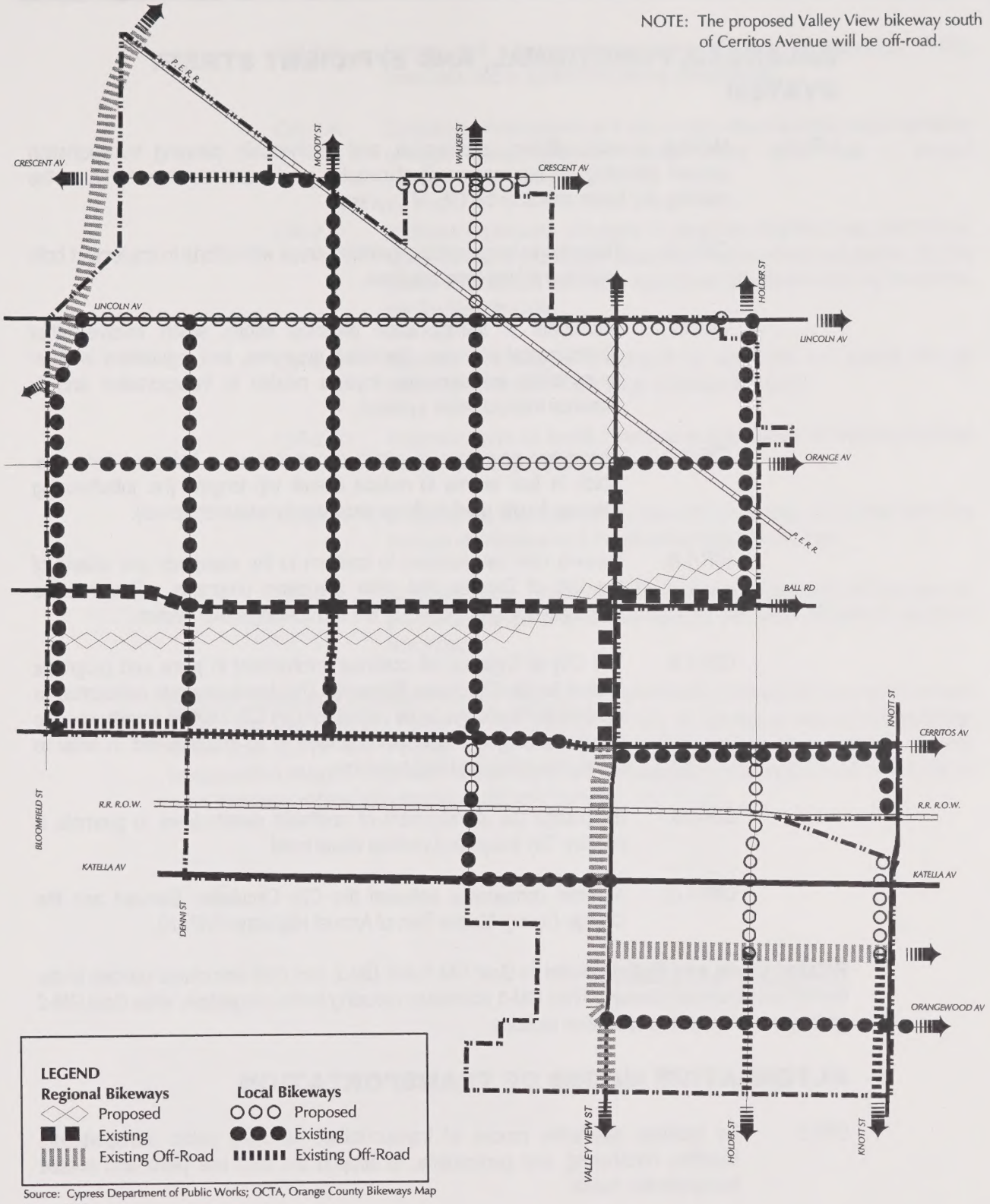
It also should be noted that some bicycle paths are currently designated on sidewalks, which is acceptable per the California Vehicle Code, given that a City ordinance has been passed to allow this operation. Sufficient sidewalk width should be provided to serve both bicycles and pedestrians. The County of Orange assumes that a 10-foot sidewalk indicates a bicycle route on the sidewalk.

Sidewalks should be provided along all arterials to promote walking as an alternative to vehicle transportation. As mentioned above, adequate sidewalk widths will be required, if it is also planned to facilitate bicycles. If new development occurs where sidewalks are not provided, they should be included as a condition of the development, unless there are special circumstances.

GOALS AND POLICIES

Circulation Element goals and policies define the City's vision for a balanced, efficient circulation system which incorporates many modes of travel and which allows for the safe movement of people and goods in and around Cypress. These goals recognize the constraints posed by the existing built environment, but also capitalize upon the opportunities created by established transportation routes. Through these goal statements, the City also lends it support to regional, long-range efforts to manage congestion and reduce pollutant emissions within the South Coast Air Basin.

NOTE: The proposed Valley View bikeway south of Cerritos Avenue will be off-road.



Source: Cypress Department of Public Works; OCTA, Orange County Bikeways Map January 1998

N

1000 0 1000 2000 Feet

CITY OF CYPRESS GENERAL PLAN

Bike Path Plan

Exhibit CIR-10

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GIS

JN: 10-100277
October 5, 2001

BALANCED, FUNCTIONAL, AND EFFICIENT STREET SYSTEM

CIR-1: Maintain a safe, efficient, economical, and aesthetically pleasing transportation system providing for the movement of people, goods, and services to serve the existing and future needs of the City of Cypress.

CIR-1.1: Respond to transportation problem areas with efforts to implement both interim and long-term solutions.

CIR-1.2: Participate in transportation planning efforts which involve other governmental agencies, mandated programs, and regulations in order to minimize environmental impacts related to transportation and to enhance transportation systems.

CIR-1.3: Encourage development which contributes to a balanced land use, which in turn serves to reduce overall trip lengths (i.e. jobs/housing balance, locate retail in closer proximity to resident/patrons).

CIR-1.4: Require new development to conform to the standards and criteria of the City of Cypress and other mandated programs. This includes mitigation of traffic impacts to the surrounding street system.

CIR-1.5: The City of Cypress will continue involvement in plans and programs related to the Circulation Element. This involvement is anticipated to result in traffic studies to be undertaken by City staff, to identify specific circulation programs and improvements to be implemented, in order to satisfy the various related programs.

CIR-1.6: Encourage the development of aesthetic streetscapes to promote a positive City image and provide visual relief.

CIR-1.7: Maintain consistency between the City Circulation Element and the Orange County Master Plan of Arterial Highways (MPAH).

Related Goals and Policies Refer to Goal GM-1 and GM-2 and their associated policies in the Growth Management Element. Goal GM-1 addresses reducing traffic congestion, while Goal GM-2 addresses adequate transportation facilities.

ALTERNATIVE MODES OF TRANSPORTATION

CIR-2: To facilitate alternative modes of transportation, including public transportation, bicycles, ridesharing, and pedestrians, to support the land use plans and related transportation needs.

CIR-2.1: Encourage development and improvements which incorporate innovative methods of accommodating transportation demands.

CIR-2.2: Give high priority to the establishment of a high-quality public transit system that minimizes dependency on the automobile.

CIR-2.3: Ensure that effective Transportation Demand Management (TDM) measures and programs are being implemented.

CIR-2.4: Encourage development and site design which facilitate implementation of high quality, desirable bicycle routes which meet or exceed established standards.

CIR-2.5: Implement adequate sidewalks to meet the required uses and needs, which serves to encourage alternative modes of transportation. Bicycle routes which utilize sidewalks require establishment of a City ordinance, per the Vehicle Code.

CIR-2.6: Respond to increases in demand for additional bus service through interaction with OCTA and other available resources.

CIR-2.7: Implement plan to install handicap access ramps to improve disabled access to transportation facilities.

CIR-2.8: Enhance the sidewalk environment to encourage pedestrian activities through streetscape and transit enhancement programs.

CIR-2.9: Enhance transit environment by improving passenger loading sites by providing bus benches, safety lighting and other projects to enhance bus stops.

Related Goals and Policies Refer to Policy LU-13.5 and Goal LU-19 and its associated policies in the Land Use Element. Policy LU-13.5 calls for the City of Cypress to support rail feasibility, while Goal LU-19 and Policies LU-19.1 through LU-19.3 address the need to diversify transportation choices. Also refer to Goal AQ-1 and Policies AQ-1.3 through AQ-1.6, which call for ways to reduce vehicle trips through land use planning.

IV. Conservation/Open Space/Recreation

IV. CONSERVATION/OPEN SPACE/ RECREATION ELEMENT

INTRODUCTION TO THE CONSERVATION/ OPEN SPACE/RECREATION ELEMENT

The California Government Code mandates that all general plans include a Conservation and Open Space Element. For the City of Cypress General Plan, these two elements have been combined, along with the optional Recreation Element, primarily due to the overlapping nature of issues addressed in these elements, as they relate to Cypress.

PURPOSE

This Element meets State requirements concerning the conservation and open space elements as defined in Sections 65302(d) and 65302(e) of the Government Code. According to these requirements, the conservation element must contain goals and policies that further the protection and maintenance of the State's natural resources; such as water, soils, wildlife, minerals, and other natural resources; and prevents their wasteful exploitation, degradation, and destruction.

The Open Space Element must contain goals and policies concerned with managing all open space areas, including undeveloped lands and outdoor recreation areas. Specifically, the Open Space Element includes open space that is left undeveloped for public health and safety reasons, and open space that is used for the preservation of natural resources, for the managed production of resources, and for outdoor recreation.

The Recreation Element identifies planned park and recreation facilities designed to support the recreational needs of Cypress' population.

RELATIONSHIP WITH OTHER GENERAL PLAN ELEMENTS

All elements of a general plan must be internally consistent. This assumes a relationship between each element. The Conservation/Open Space/Recreation (COSR) Element contains goals and policies which support goals and policies within each of the other elements.

The COSR Element relates to other elements in a variety of ways. The Land Use Element directly relates to the COSR Element by designating areas of the City where open space/recreational opportunities exist and by designating resources that should be preserved.

The COSR Element's relationship to the Housing Element is conditioned by the need to serve a growing population's recreational needs. Also, housing requirements for land must be balanced by the need to conserve natural resources.

Utilizing basic design standards, the Circulation Element designs plans for an efficient and well balanced circulation system. The COSR Element may establish some of the roadway landscaping standards, thereby supplementing the Circulation Element's guidelines.

The Safety Element relates to the COSR Element by designating areas within the City that are unsafe for development such as fault line areas and floodplains. Although these areas are unsafe for intensive development, such lands may be suitable for recreation and open space purposes. The open space resources preserved for the public's health and safety are discussed in the COSR Element.

Similar to the Safety Element, the Noise Element relates to the COSR Element by discussing a health and safety issue area. Techniques for reducing noise often involve open space or some buffer zone between noise sources and noise-sensitive land uses.

The Growth Management Element accommodates growth at a slower rate that is more sensitive to the natural environment. Tiered growth patterns give a community the opportunity to plan open space networks and preserve natural resources.

The Air Quality Element and COSR Element are closely related because both are concerned with preserving or conserving natural resources. The Air Quality Element focuses on protecting the air from further contamination by reducing vehicle trips and source point emissions. The City of Cypress has elected to create a separate Air Quality Element to adequately address air quality issues confronting the community.

SUMMARY OF EXISTING CONDITIONS

CONSERVATION RESOURCES

The following section inventories conservation resources in Cypress including water resources, biological resources, energy resources, solid waste, land resources, and cultural resources. This inventory will provide the basis to identify issues to be addressed in this Element.

WATER RESOURCES

Water resources are diminishing throughout Southern California with increased development. As the native water supply decreases, the region's dependence on imported water grows. This section describes the quantity and quality of surface and ground water resources within Cypress.

Surface Water No naturally occurring permanent surface water features exist within Cypress. The Los Alamitos Race Track and Cypress Golf Course in southwestern Cypress and Willow Park in the northwest portion of the City do, however, contain a number of man-made lakes. In addition, six storm drain channels intermittently carry water: Moody Creek Coyote Creek 2A, Carbon Creek, Stanton Creek and Bolsa Chica Creek. Moody and Coyote Creek Channels provide drainage facilities for northern Cypress. The central portion of the community drains into 2A and Carbon Creek Channels. Drainage of the southern portion of Cypress is accommodated by the Stanton Creek and Bolsa Chica Channels.

Ground Water The Southern California Water Company (SCWC) is responsible for water distribution in Cypress. Approximately 75 percent of Cypress' water use is obtained from the ground water basin managed by the Orange County Water District (OCWD). The remaining 25 percent of water is imported through the Municipal Water District of Orange County. Created by the State legislature in 1933, OCWD is responsible for maintaining the quantity and quality of ground water underlying Cypress and much of northern Orange County. The OCWD prevents local water companies from overdrafting the basin's water supply. Each jurisdiction is allowed to extract only 75 percent of their water needs from ground water.

Conservation of Water Resources Southern California suffered a severe drought during the 1980s and early 1990s and has had to import water to meet the growing demands of the region. The Metropolitan Water District imports water from the Colorado River via the Colorado River Aqueduct and from northern California via the State Water Project to obtain water supplies from sources outside of southern California.

In recognition of California's limited water supply, the Southern California Water Company (SCWC) has created voluntary measures to promote water conservation in Cypress. Current programs include the distribution of low flush toilets and offering feedback to residential customers regarding their water use patterns.

BIOLOGICAL RESOURCES

Cypress is almost completely urbanized and landscaped with mostly non-native species. No known rare or endangered plant or animal species have been identified within the City. The community's most significant plant resources are its ornamentals. The urban landscaping within Cypress provides habitat for smaller rodents and birds. However, the frequent disruptions caused by urban activities and the frequent cultivation of such plant life make these plant communities less than an ideal habitat for wild animals.

Cypress Nature Park The Cypress Nature Park located between Denni Avenue and Via Largo contains both native and non-native plants and is the city's most valuable habitat for plants and animals. Examples of native plants include the Toyon and Willow trees. Non-native examples are the Orange and Eucalyptus trees.

Landmark Trees The City has identified a number of landmark trees within its jurisdiction. Many large and majestic trees were at one time contained on the large farms and dairies in Cypress. As development occurred in the community, many of these trees were lost.

Cypress has created an ordinance controlling the disposition of "Landmark Trees". The Ordinance prohibits any individual from cutting, destroying, or removing any landmark tree without a permit from the City Council. A permit is also required to prune, trim, or otherwise modify a landmark tree. In addition, no structures shall be constructed within 30 feet of any landmark tree unless the City Council approves a permit.

ENERGY RESOURCES

Limited supplies and environmental concerns regarding conventional energy resources, such as oil, electricity, and natural gas, require their conservation. Domestic oil supplies continue to dwindle and has required the U.S. to become increasingly dependent on foreign oil imports. Though the current supply of electricity and natural gas is sufficient, there are disadvantages. First, expansion of the electrical supply may require additional nuclear facilities, thereby creating environmental pollution costs. Second, natural gas is a finite resource.

Given the area's warm climate, the most important alternative and renewable energy resource in Cypress is solar energy. This energy source has considerable potential and can be developed to substitute for oil, gas, and other energy supplies. Because of solar energy's ability to substitute for fossil fuels, it can be an important tool in the battle against air pollution.

Solar radiation in the form of sunlight can be utilized for energy production in two ways. The first method, active solar systems, involves the use of mechanical devices to convert solar energy to heat or electricity. The second, passive solar systems, utilizes natural heating and cooling from the sun through proper orientation and building design. The amount and quality of solar radiation received by Cypress is adequate for the use of solar technologies.

SOLID WASTE

Landfill sites throughout the State are nearing capacity. In Southern California, this is especially a problem because new landfill sites are difficult to locate due to limited land resources. In 1989, the State legislature passed AB 939, the California Integrated Waste Management Act. AB 939 requires all cities and counties within the State to prepare integrated waste management plans to attain solid waste reduction goals of 25 percent reduction by 1995 and 50 percent reduction by 2000. These plans were to include components for source reduction, recycling, and composting. In July 1992, Cypress prepared and adopted a source reduction and recycling element (SRRE). The City has implemented the SRRE through the programs identified below.

Residential Curbside Recycling Program. In 1991, the City of Cypress implemented a curbside recycling program. Residents utilize green containers for recyclable[1] items and tan containers for non-recyclable[2] items. Briggeman Disposal, the City's franchise trash hauler, picks up recycling containers bi-weekly in accordance with a recycling schedule.

Yearly Recycling Calendar. The City prepares an annual calendar identifying recycling weeks, and when waste removal would occur one day behind schedule as a result of holidays.

Commercial On-Site Recyclable Pick-Up. Briggeman Disposal offers recyclable pickup for commercial businesses in the City.

Household Hazardous Wastes. The City informs residents and businesses what types of materials constitute household hazardous wastes, as well as where and how to dispose of these types of materials.

Best Management Practices for Construction Activities. The City's Department of Public Works has developed a one-page information sheet outlining the minimum standards to be used. The standards listed on the information sheet are based upon the Best Management Practices detailed in the *California Storm Water Best Management Practices Handbook* dated March 1993.

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[1] Recyclable materials include aerosol cans, aluminum cans, aluminum foil, beverage cans, bottle caps, brochures, cardboard boxes, cereal boxes, computer paper, coupons, drink boxes, egg cartons, food cans, glass food containers, juice containers, junk mail, laundry bottles, magazines, metal coat hangers, milk cartons, newspapers, paper, paper tubes, phone books, pizza boxes, all recyclable plastics (#1-6), plastic bags, plastic bottles, plastic containers, plastic milk jugs, styrofoam cups and plates, tin cans, tissue boxes, unused envelopes, wrapping paper and yogurt containers.

[2] Non-recyclable materials include animal waste, bathroom waste, carbon paper, carpet, car parts, cat litter, ceramic or glass plates/cups, cigarette butts, dirt/cement/rocks, disposable razors, disposable diapers, drinking glasses, electronic equipment, flooring, food waste, freezer/refrigerator food boxes, mirrors, old clothes/shoes, plastic toys, sponges, soiled paper plates, tires, toothpaste tubes/pumps, waxed paper, window glass, and yard waste/trimmings.

Guidelines for Cleaning Automotive Service Facilities. The City's Department of Public Works has developed a one-page information sheet outlining guidelines to be used for cleaning automotive service facilities.

Public Education Program. The City informs its residents and businesses through a variety of mediums about the ongoing recycling programs and efforts, including the City Newsletter/Quarterly Recreation Brochure, City website, and local newspaper.

The California Integrated Waste Management Board is still focused on assisting local officials around the State in meeting the 50 percent diversion requirement in 2000. As of August 2000, neither the California Integrated Waste Management Board nor the State Legislature have introduced new legislation to set diversion requirements beyond 2000.

Cypress generated 56,222 tons of solid waste in 1990, of which 4,959 tons were diverted through individual business and household efforts. According to the Orange County Integrated Waste Management Department, Cypress diverted 62 percent of its waste stream in 1995, 66 percent in 1996 and 84 percent in 1997.[3] The City of Cypress Public Works Department reports that in 2000 63 percent of the trash generated in the City was diverted from landfills. The difference in percentage numbers generated by the City and Orange County are most likely attributed to composting.

LAND RESOURCES

Cypress is an urban community with little vacant land left for development. The largest remaining acreages of undeveloped land are primarily in the southern portion of the City, which are currently either vacant or utilized for agricultural production. All of these vacant lands are planned for business park development. The following section describes the City's land resources including the area's soils, agricultural production, and mineral resources.

Soils. The following discussion is based on information contained in the Soil Survey of Orange County and Western Part of Riverside County conducted by the U.S. Soil Conservation Service. The U.S. Soil Conservation Service identifies a number of soils in Cypress. These soils include the San Emigdio Series, Metz Series, Hueneme Series and Bolsa Series, all of which are suitable for urban development.

San Emigdio Series: These soils are found throughout the northern and central portions of Cypress. They are nearly level and consist of well drained soils on floodplains and alluvial fans.

Metz Series: These soils are also nearly level. They include somewhat excessively drained sands on alluvial fans and flood plains. They are predominantly located in northeastern Cypress.

Hueneme Series: This series consists of poorly drained soils on alluvial fans and floodplains, which are located in northern Cypress.

[3] Source: Orange County Integrated Waste Management Division (IWMD). Information from IWMD website, page titled City Reduction of Landfill Waste. The percentage of trash that has been diverted from landfill disposal includes waste prevention, recycling and composting.

Bolsa Series: The Bolsa Series consists of somewhat poorly drained soils on alluvial fans. These soils are situated in southern Cypress near the Los Alamitos Race Track and Cypress Golf Course.

Agriculture Production Resources Cypress was originally an agriculture and dairy community, featuring row crops and citrus trees. However, like much of Orange County, Cypress developed rapidly during the 1960s and 1970s, and agricultural acreages were converted to urban uses. A few row crops (predominantly strawberries) remain in southern Cypress. This land is, however, planned and zoned for business park development.

Mineral Resources The State Division of Mines and Geology identifies mineral resource areas throughout the State. According to the Geologic Map of Orange County showing Mines and Mineral Deposits, Cypress does not contain any mineral resources as defined.

CULTURAL RESOURCES

Historic Resources

Historic Overview The following historical overview of Cypress is summarized from a historical account presented in *A Thumbnail History of Cypress, California 1565-1991.*

The entire region grew quickly in the 1880's, leading to the creation of Orange County. In 1905, Waterville (now recognized as Cypress) responded to its growing population by creating an eight block subdivision. This area was bounded by Lincoln on the south, Crescent on the north, Walker on the east, and Watson on the west. During this time of economic and population growth, the Pacific Electric Railway passed through the community, providing a link to surrounding communities.

Accompanying the population boom, the community of Waterville supported a rural, yet diversified economy. The dairy industry became established in the community and the town was soon referred to as the "Dairy Capital of Southern California." Meanwhile, with innovations in irrigation, the citrus industry also flourished, and a mill producing sorghum (grass cultivated as a grain) located within the community.

World War II brought a new kind of growth to the areas surrounding the area that became Cypress. Military installations in Los Alamitos, Seal Beach, El Toro, and Irvine created many jobs, which were desperately needed after the Depression. Many individuals traveled to these locations to be involved with the military effort. Meanwhile, workers to tend the fields were in short supply. Thus, German prisoners of war and people from Mexico were brought in to cultivate the fields.

After World War II, rural industries once again flourished in the area. Dairy owners looking for land not threatened by the growing urbanization pressures of Los Angeles moved to the area that became Cypress. The dairy owners decided to incorporate to protect their lifestyle from encroaching development. Later, they sold their property as the area gradually changed from an agrarian area to a bedroom community serving Los Angeles.

Waterville, named after its artesian wells, became known as Dairy City in 1956. On August 6, 1957, based on a citizen vote, Dairy City changed its name to Cypress. The name was chosen because of the long established Cypress School District. Cypress supplanted Waterville as the preferred site name.

Historic Resources A record search was conducted by the Regional Information Center at UCLA on November 1, 1991. The record search was negative for any recorded prehistoric or historic sites. The search also included a review of maps dating from 1896, 1942, and 1943. The maps showed extensive development commencing in the period between 1896 and 1942.

There are no National Register listed or eligible properties or State Landmarks in the City. The only survey which has been conducted was done by Archaeological Associates (Van Horn 1978) for a parking lot at Cypress College. Van Horn's survey was negative.

Archaeological and Paleontological Resources

Cultural History When dealing with a cultural history for Southern California, it is important to view the prehistoric and ethnographic periods for the range of human occupation. Three main sequences for prehistoric through European contact and occupation have been delineated by William Wallace (1971; 1978), and Claude Warren (1961), and are shown in Table COSR-1, *Regional Native American Chronology*. Refer to the General Plan Environmental Impact Report for a more detailed discussion of the prehistoric and ethnographic time periods.

Table COSR-1
REGIONAL NATIVE AMERICAN CHRONOLOGY

Wallace (1978)	Wallace (1971)	Warren (1961)
	Historic – A.D. 1800 –	
	Horizon IV Late Prehistoric A.D. 1000 to A.D. 1800	Shoshonean Tradition A.D. 500 to European Contact
	Horizon III Intermediate 1000 B.C. to A.D. 1000	Campbell Tradition 1000 B.C. to A.D. 1
Period III Diversified Subsistence 3000 to 2000 B.C.	Horizon II Millingstone 5500 to 1000 B.C.	Encinitas Tradition 5500 B.C. to A.D. 1
Period II Food Collecting 6000 to 3000 B.C.	Horizon I Early Man (?) to 5500 B.C.	San Diegito Tradition (?) to 5500 B.C.
Period I Hunting 9000 to 600 B.C.		

Sources: William Wallace, *The California Indians: A Sourcebook*, 1971.
William Wallace, *California*, 1978.
Claude Warren, *Eastern New Mexico University Contributions to Anthropology*, 1961.

Local Ethnohistory Bean and Smith (1978:540 citing Kroeber 1925) believe the level of Gabrielino culture that was encountered by the Spanish in the eighteenth century was a continuation of a culture formation originating as far back as 1200 A D. Prior to Spanish contact, the Gabrielino population was in excess of 5,000. Various Spanish explorers had been in the region earlier, but in 1769, the Spanish under Gaspar de Portola began their colonization of the region. The people were given the name "Gabrielino" by the Franciscan Priests for their association with the Mission San Gabriel Arcangel, which was constructed by 1771. As a result of their induction into the mission, the Gabrielino population was decimated through disease and ceased to exist as a cultural entity.

The bulk of knowledge that is obtainable concerning Gabrielino culture is from the remains of their material culture. Unfortunately, much of it was perishable and therefore not available for research purposes. We do know they had abundant marine resources, terrestrial animals, and a heavy reliance on acorns. They also engaged in trade networks that included the exchange of resources from the Channel Islands, the mainland, and inland to Arizona. Over 89 percent of the Gabrielino's physical environment was within the extremely rich Sonoran life zone (Bean and Smith 1978).

During construction of the Cypress Library in 1965, a skeleton was found. The skeleton was identified by Dr. Polk from Compton College. In a clipping from the Long Beach Press Telegram, Dr. Polk stated that the skeleton was Chumash. He claimed that this burial was proof that the Chumash came down the coast in canoes on hunting ventures (Johnson 1991).

OPEN SPACE AND RECREATION RESOURCES

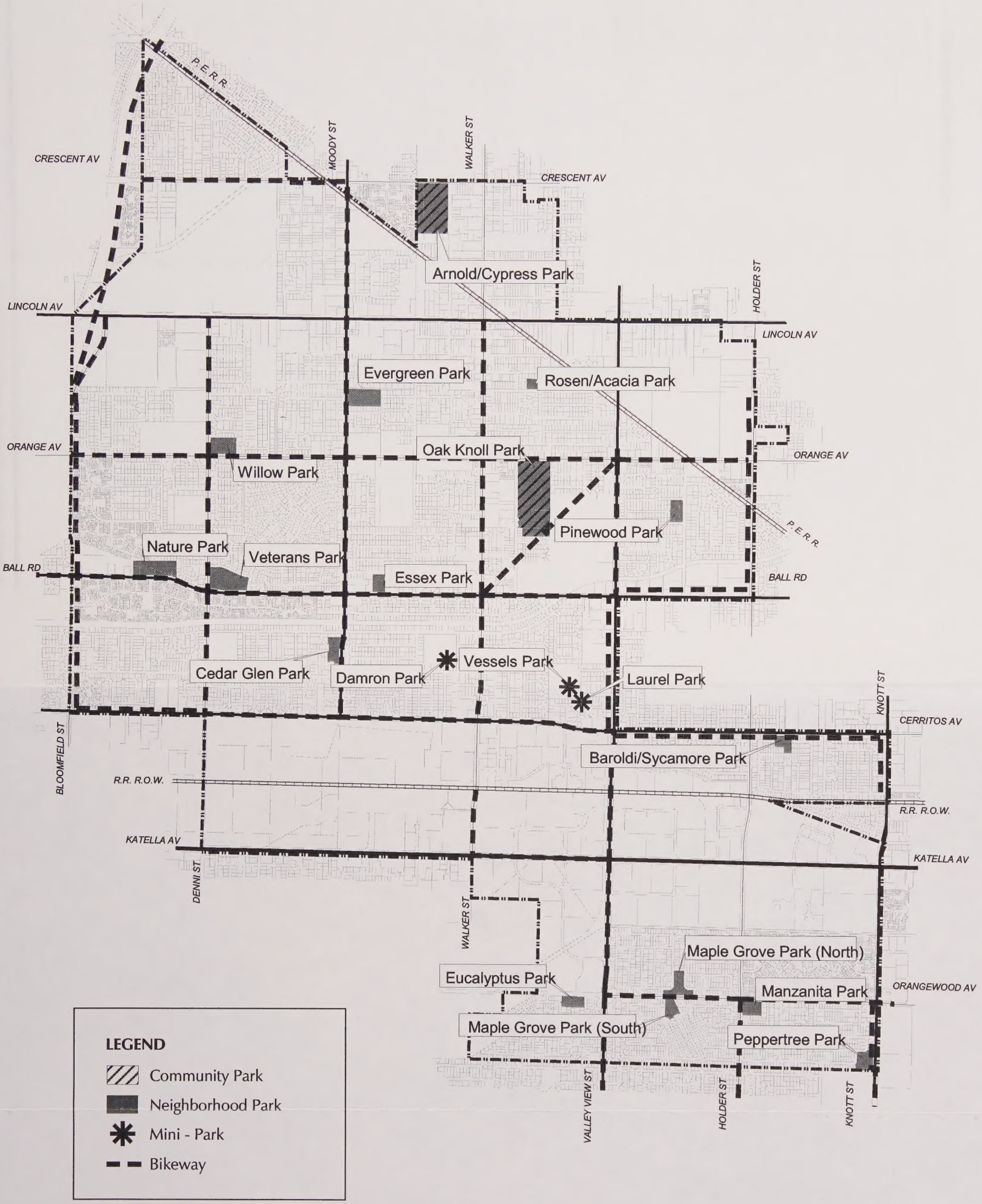
Cypress' open space and recreation resources include parks, schools, community facilities, and privately owned recreation facilities. Combined, these resources offer the community's residents a number of recreational opportunities.

RECREATION FACILITIES

The Cypress Recreation and Park District operates 19 park sites encompassing approximately 82 acres (refer to Exhibit COSR-1, *Existing Recreation Facilities*.) The City classifies parks as community, neighborhood, or mini facilities based on size. Each park classification has a general area of service and typical park facilities, as described in Table COSR-2.

Table COSR-2
CYPRESS PARK STANDARDS

Park Type	Typical Minimum Size	Service Area	Typical Facilities
Community	10 acres	1 to 1½ miles	Athletic fields, picnic areas, community centers
Neighborhood	3 to 5 acres	½ mile	Tot lots, public facilities, multi-use court
Mini	Less than 1 acre	¼ mile	Tot lot, open space
Source: City of Cypress Recreation and Park District.			



CITY OF CYPRESS GENERAL PLAN

Existing Recreation Facilities

Source: Cypress Recreation and Parks District

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JN: 10-100277
October 5, 2001

Exhibit COSR-1

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Community Parks A community park serves neighborhoods within one to one and one-half miles of the site and generally encompasses over ten acres. Both active and passive uses are generally provided at these parks, offering recreation opportunities for large groups of people. Field sports, individual and group picnicking, play areas, and community centers are commonly found at these large parks.

Cypress contains two community park facilities, Arnold/Cypress Park and Oak Knoll Park, encompassing approximately 14.5 and 22 acres, respectively. Both parks include a variety of facilities, listed in Table COSR-3. Arnold/Cypress Park offers active recreation opportunities through ball fields, volleyball courts, playground facilities, lighted roller hockey rink and lighted softball field. This park also includes a multi-purpose room available for public use, which can accommodate 75+ individuals. Additionally, Oak Knoll Park offers a number of active recreation opportunities and includes an exercise course, lighted sports fields, lighted sand volleyball court and courts. The Cypress Community Center is also located at Oak Knoll Park.

Neighborhood Parks Neighborhood parks are typically smaller in size than community parks, generally covering three to five acres in area. This type of park serves the immediate neighborhood within one-half mile walking distance, or a population ranging between 2,500 and 5,000. Many neighborhood parks are located adjacent to elementary schools to benefit from the additional open space acreage available at school sites. These parks normally include tot lots, picnic facilities, and a multi-use court.

Cypress has 14 neighborhood parks, contributing approximately 45 acres to the City's recreation/ open space land. Table COSR-3 outlines the facilities available at the City's neighborhood parks.

The Cypress Nature Park is a unique neighborhood park, which is a passive nature facility that also serves as a flood control retention basin. Some of the City's most significant native and non-native plants and animals are located in the Nature Park.

Mini-Parks Mini-parks encompass less than one acre of land and are usually located near schools or residential developments. In Cypress the land that is designated for mini-parks is owned by the Cypress Elementary School District, while the Cypress Recreation and Parks District owns and maintains the mini-park equipment. These sites serve as playgrounds for children or as a place for workers to relax in an urbanized environment. Cypress has three mini-park sites.

Schools The City also has access to recreational facilities at 12 school sites, contributing an additional 119 acres to the City's open space and recreation resources (refer to Table COSR-4). School sites are available for public recreational use after school hours and on weekends. During school hours, only students can occupy the school premises.

One elementary school in Cypress, MacKay, is currently closed. The School District currently leases the MacKay School site property to the Head Start Program, ABC Development and Alton School (Special Education). Despite the "closed" status of this elementary school site, City residents are able to utilize the open space land.

Oxford Academy is a six-year college preparatory secondary school (grades 7-12) open to students that live within the boundaries of the Anaheim Union High School District. During the school hours, the school facility and adjoining open space are available only to the Academy. However, the Cypress Recreation and Park District schedules youth sports leagues at Oxford Academy during off-school hours.

Table COSR-3
EXISTING RECREATIONAL FACILITIES

		Acres	Facilities													
			Community Room(s)	Baseball Field	Softball Field	On-Site Parking Lot	Volleyball court	Picnic Facilities	Tot Lot	Multi-Use Court	Exercise Course	Roller Hockey Facility	Horseshoe Pit	Restroom	Nature Facility	Basketball Court
Community Parks	Arnold/Cypress Park	14.55	●		●	●	●	●	●	●		●		●		
	Oak Knoll Park	22.00	●	●	●	●	●	●	●	●	●			●		
Neighborhood Parks	Baroldi/Sycamore Park	1.50						●	●							
	Cedar Glen	2.54				●		●	●	●						
	Eucalyptus	2.50						●	●	●			●			
	Evergreen	5.06				●		●	●	●				●		
	Manzanita	4.04						●	●	●						
	Maple Grove North	3.14						●	●	●						
	Maple Grove South	1.87						●	●	●						
	Peppertree	2.61						●	●	●						
	Pinewood	2.41						●	●	●						
	Rosen/Acacia	1.00						●	●							
	Darrel Essex	2.50	●				●	●	●					●		
	Willow	2.90						●	●	●				●		
	Nature Park	5.75													●	
	Veterans	6.40				●	●	●	●	●				●		●
Mini-Parks	Damron	0.46							●							
	Laurel	0.17														
	Vessels	0.63							●							
	Total Park Acreage	82.03														

Source: City of Cypress Recreation and Park District, August 2000.

● = Existing Facility

In addition to these schools, Cypress Community College contains 93 acres of open space (inclusive of parking) and includes large playing fields, a running track, tennis courts, a swimming pool, and handball courts among its recreational facilities. Cypress College is part of the North Orange County Community College District and permits public use of its facilities during specified hours by reservation. Fees are charged for use of certain facilities, such as reserving playing fields for organized practices.

Table COSR-4
SCHOOL FACILITIES IN CYPRESS

	Acreage	
	Total	**Open Space**
Anaheim Union High School District		
Cypress High	39.70	21.89[2]
Lexington Junior High	20.30	13.30[2]
Oxford Academy	24.00	16.33[2]
Cypress Elementary School District		
Arnold Elementary	13.08	6.84
Cawthon, Robert Elementary	10.19	7.62
Damron, Charles Elementary	9.81	7.13
King Elementary	12.68	8.81
Landell, Margaret Elementary	10.50	7.55
MacKay, Daniel Elementary[1]	10.00	6.51
Morris, Juliet Elementary	10.17	7.62
Swain, Christine Elementary	10.95	8.15
Vessels, Mildred Elementary	10.26	7.36
Total	181.64	119.11

Source: Correspondence with Jill Evans from Anaheim School District and Terry Scott from Cypress Elementary School District on January 11, 2000.

Notes:
1. The School District currently leases the MacKay School site property to the Head Start Program, ABC Development and Alton School.
2. Open Space numbers were taken from the 1993 General Plan Update and the 1986 General Plan.

Bike Paths Bicycle trails provide access to schools, parks, and other open space areas within a community. An inventory of existing and proposed bicycle paths are included in Exhibit COSR-1, *Existing Recreation Facilities*. The trail system includes Class I, II, and III paths. Class I bike paths are separate from the street and are the highest quality bike path. Class II and III are both located on the street. Class II paths include a designated bike lane and Class III paths are only marked by a sign.

RECREATION PROGRAMS

Cypress has a number of facilities and programs that supplement the City's recreation resources. The City coordinates with many groups to provide these recreational programs to Cypress residents. Programs include sports activities, youth services, classes, cultural arts, and senior

citizen/human services. A schedule listing available recreation classes is published quarterly by the Cypress Recreation and Park District.

The Cultural Arts Commission is dedicated to improving cultural arts in the City. The Cultural Arts Commission operates as an advisory commission to the City Council. In addition to the Commission's advisory role, they support a number of programs including an Arts Week, Quarterly Arts Recognition and High School Recognition, Holiday Home Decorating Contest, and various excursions. The Commission along with Friends of Cultural Arts (FOCCA) and assistance of the City's Recreation and Park District, sponsors or supports the following events: Summer Concert Series, Scholarships and Oktoberfest.

COMMUNITY FACILITIES

Community facilities host many of the City's recreation and cultural programs.

Community Center The Cypress Community Center, located in Oak Knoll Park, is 18,000 square feet in size. A number of classes, including art, exercise, and etiquette, are regularly held at the Community Center, along with special festivities such as the Community Festival. The Community Center is also available for private rentals (wedding receptions, etc.) on weekends. According to the Recreation and Parks District, the Community Center is actively utilized and reservations must be made well in advance for City activities and private rentals.

Civic Center The Civic Center is located near the geographic center of the City and is surrounded by expanses of landscaped open space. Facilities located at the Civic Center include the City Hall, council chambers, City police department, library, and tennis courts. The open space at the Civic Center serves as a visual relief from the urban environment and also functions as a place for recreational and cultural programs, such as Concerts on the Green and the Holiday Sing.

The Cypress branch of the Orange County Library, containing approximately 112,566 volumes, sponsors a number of programs including Pre-School Storytime and the Fun Club for Children.

Senior Center The Cypress Senior Center is located on Grindlay Street, just north of the Civic Center. The facility features a social galleria, exercise room, crafts room, billards room, social services office areas, large meeting room, kitchen, and office areas. The City offers a variety of educational, recreational, and social service programs through the Senior Center to address the needs of senior citizens.

Cultural Arts Facility Space for the Cypress Civic Theater, located at the Oxford Academy, just southwest of the Civic Center. The open space at the Oxford Academy is maintained by the City in lieu of lease payments. The Cypress Civic Theatre Guild, a private organization, coordinates six theatre performances annually. The City supports the theatre by allowing the Guild to utilize the cultural arts facility at no cost.

A number of other programs provided by the City's Recreation and Park District are conducted at the Community Center. Classes in the arts are provided by the Recreation and Park District, including dance, art and music classes. The Cultural Arts Commission supports a number of community events, such as Arts Week, Juried Art Exhibit and the Elementary Art Program. Currently, no Cultural Arts Facility is available; the activities the Cultural Arts Commission support are hosted at the Community Center.

Community Art Gallery The Community Art Gallery is located at the Community Center. A number of displays are shown throughout the year and are sponsored by the Cypress Art League and the City.

REGIONAL PARKS

A regional park typically serves several communities and contains substantially more acreage than parks in individual communities. Regional parks have a variety of recreation facilities including golf courses, a lake for boating, swimming facilities, and both winter and summer sports centers.

While there are no regional park facilities within Cypress, nearby jurisdictions operate a number of regional recreational facilities. Five regional parks within close proximity to Cypress include:

- El Dorado Park/Nature Center,
- Heartwell Park,
- Cerritos Regional Park,
- Rynerson Park, and
- El Rancho Verde Park and Bicycle Path.

El Dorado Park in Long Beach includes four fishing lakes, an archery course, five miles of biking/walking trails and picnic facilities. The adjoining Nature Center includes two lakes (no fishing), trails, and a small museum. Heartwell Park also located in Long Beach, is a more active park with baseball fields, soccer fields, tennis courts, basketball courts, and volleyball facilities. Adjacent to both El Dorado Park and Heartwell Park are public golf courses.

Other nearby regional park facilities include Cerritos Regional Park (84 acres), Rynerson Park (55 acres situated adjacent to the San Gabriel River north of Lincoln Avenue), and El Rancho Verde Park and Bicycle Path (a 12-mile strip park running through the communities of La Palma and Buena Park). A public golf course, Old Ranch Country Club, is located in Seal Beach.

PRIVATE FACILITIES

In addition to public facilities, several private recreational facilities in Cypress contribute to the open/recreational resources within the community.

Commercial/Industrial Open Space Facilities Many companies provide on-site recreation and open space areas for employees to promote the employee's well being.

The Cypress Business Park contains a number of large businesses, some of which offer indoor recreational facilities or outdoor open space areas with informal seating that offer a place for workers to relax. The City will continue to encourage developers to provide on-site recreation and open space facilities.

Commercial Recreation Three private commercial recreation uses are located within the Cypress boundaries: the Cypress Golf Club, the Los Alamitos Race Track, and the Navy Golf Course.

Cypress Golf Club: Is a 106-acre public golf course located in the southwestern portion of the City, adjacent to the Los Alamitos Race Track. The facility includes an 18-hole course, driving range and clubhouse. The clubhouse is a two-level 25,000 square foot facility housing administrative offices, a lounge, a pro shop, and a restaurant.

Los Alamitos Race Track: The track is adjacent to the Cypress Golf Club, is home to quarter horse and harness racing and is visited by approximately 1.2 million people annually. As the only commercial racetrack facility in Orange County, Los Alamitos functions as a significant regional recreation resource for the City.

Navy Golf Course: A portion of the golf course is located in southern Cypress and is available for use by military personnel and their relatives.

Cemetery The Forest Lawn Cemetery serves as the western entrance to the City along Lincoln Avenue. Forest Lawn's 144 acres of rolling green lawns serve as visual relief from the surrounding urbanized area. In addition, people utilize the area daily for quiet strolls and private reflection.

KEY CONSERVATION/OPEN SPACE/RECREATION ISSUES

The previous inventories of conservation, open space and recreation resources identified a number of issues relevant to Cypress. These issues are summarized in this section and provide the basis for the development of the Element's goals and policies.

WATER RESOURCES

- Despite the Orange County Water District's extensive management practices, overdraft of the ground water basin continues. The availability of water is vital to Southern California's water intensive lifestyle.

- New development in Cypress will increase the demand on limited water resources. While the majority of water is extracted from local ground water supplies, there are limits on the amount of additional water that can be taken from the basin. Water conservation is, thus, essential to preserve the ground water table and minimize dependence on imported water supplies.

BIOLOGICAL RESOURCES

- Cypress has been extensively urbanized over time. As a result, preservation of the limited remaining habitat is important. Ornamental plants are found throughout Cypress in the landscape designs of homes and businesses.

- The City's landmark trees are scattered throughout Cypress. These majestic trees are reminiscent of the city's farming days when many of them were planted. The landmark trees are a unique vegetative resource in Cypress, and shall be preserved whenever possible.

ENERGY RESOURCES

- Cypress' population and business community are growing, placing additional demands on energy resources, including fossil fuels. Conservation of these resources through land use planning and development of alternative energy forms is important to the region's environmental quality.

SOLID WASTE REDUCTION

- Available landfill space is quickly diminishing. It is essential that the City continue to implement source reduction and recycling programs to minimize the production of solid waste.

CULTURAL RESOURCES

- Archaeological and paleontological resources assist humankind in understanding their history and the history of the world in which they live. Although there are no known archaeological or paleontological resources located in Cypress, methods of protecting new resources that may be discovered, while permitting development, must be addressed.

PARK FACILITIES

- Based on the City's adopted park standards, the current park system falls short of providing enough acreage for City residents. The City will need to identify additional park sites and/or augment existing facilities or programs to address this shortfall.

- While there is a strong desire by community residents for expanded senior activities, a cultural arts/theatre center, a public swimming pool, and other facilities, funding sources for these items is extremely limited. Additional funding sources will need to be explored.

- Parks are fairly evenly distributed throughout Cypress, creating a well dispersed park system. The exceptions are the Cypress Business Park and portions of northwestern Cypress, which do not lie within the service area of any park.

- Limited land is available for new parks or the expansion of existing parks. Approximately 3.5 percent of the City's land area is currently undeveloped. The majority of vacant land is located in the business park.

- Increased employment in the business park may increase demand for open space and park facilities in the area. The additional daytime population in Cypress will likely require open space and recreation facilities, or at least access to such facilities.

OPEN SPACE

- The Cypress Golf Club, the Los Alamitos Race Track, and the Forest Lawn Cemetery are privately owned facilities that provide visual relief from the urban environment and are valuable open space resources.

- As the City of Cypress, especially the business park, continues to develop, the community's density will increase. Open space areas will serve as visual relief from the urban environment and will also provide recreational opportunities.

- Flood control facilities, including the Nature Park, protect the public from possible flooding hazards.

DESCRIPTION OF THE CONSERVATION/ OPEN SPACE/RECREATION PLAN

THE CONSERVATION PLAN

The Conservation Plan addresses preservation of the City's remaining natural resources.

WATER RESOURCES

The 1993 Ground Water Management Plan outlines strategies for conserving water resources in Orange County. The Plan outlines the following five goals for conserving water in Orange County: 1) increasing basin water supplies, 2) protecting and enhancing water quality, 3) improving basin management, 4) improving relations with constituents, and 5) improving Orange County Water District management and operation.

There are several programs being implemented to improve basin management and decrease reliance upon imported water. The MWD Seasonal Storage Program gives local agencies financial incentives to store water through the winter months, thus reducing peak loads in the drier summer months. The OCWD Conjunctive Use Well Program offers local agencies low interest loans for construction of up to three wells.

Cypress, in conjunction with the Southern California Water Company (SCWC), will promote voluntary water conservation strategies to be implemented year round. Methods to reduce water consumption include drought-resistant landscaping and water saving irrigation, especially for City projects and new developments. Other measures include low-flow shower heads and toilets, flow restrictors, and drip irrigation. The City will provide information about these programs at City Hall.

BIOLOGICAL RESOURCES

Cypress' existing biological resources primarily include ornamentals utilized for landscaping purposes. The City will promote the use of native plants and continue its street tree planting program to preserve water resources and enhance landscaping throughout the community.

An important biological resource in Cypress is the landmark trees that are preserved through a Landmark Tree Ordinance. The Ordinance prohibits any person from removing or pruning a landmark tree without a permit from the City. In addition to limitations on pruning and removing landmark trees, no one may construct any building within 30 feet of a landmark tree.

ENERGY

The Land Use, Housing, Growth Management, and Air Quality Elements all have goals and policies to create a jobs/housing balance. The Conservation/Open Space/Recreation Element intends to conserve resources such as fossil fuels through a jobs/housing balance, thereby reducing the number of home to work trips. The City will also require that new developments utilize energy saving devices and that existing structures be retrofitted to conserve energy.

Cypress' location in southern California makes it well suited to take advantage of solar power. The design of buildings and subdivisions should take the mostly sunny winters and the hot summers into consideration. Southern exposures in the winter and limited western exposure in the summer are both important. Streets that run east-west are more adaptable to solar energy practices than north-south streets. The ideal building orientation recommended for the Southern California coastal inland regions is a 35 degree variation to the southwest of the building's long axis. State Title 24 Energy Regulations establish energy performance Building Code requirements that the City will follow and implement.

SOLID WASTE

To reduce the amount of solid waste generated in Cypress, the City prepared and adopted a Source Reduction and Recycling Element and is currently implementing its programs. Strategies to

reduce waste include source reduction, recycling, composting, public education, and special waste and household hazardous waste provisions. Specific programs were implemented under each of these strategies that were projected to reduce the amount of waste generated in Cypress by 25 percent in 1995 and 50 percent by 2000.

Source reduction concentrates on eliminating waste before it is created. The City has a program to support state and federal legislation calling for less packaging or other pre-waste measures. Other City programs address land use/zoning modifications, public education, rate structure modification and on-site composting.

Recycling focuses on retrieving goods that can be processed into new products. Recyclable waste is collected from multi-family, commercial and industrial uses and taken to a sorting facility by the City's contract waste hauler. In addition, composting material may be retrieved through curbside collection to later be transferred to a regional processing facility. The City of Cypress is in the process of preparing a Green Waste Program, which is projected to reduce green waste by 20%. This Program was established in accordance with AB 939 and anticipated to be implemented in 2000. Another City program involves assessing modifications to the building code, requiring new developments to contain both recycling and solid waste trash bins. This is implemented through site plan review.

Special and household hazardous waste collection involves the City's cooperation with County programs. Items included in this special collection are household hazardous waste, tires, construction/demolition debris, asbestos, and medical waste.

Ultimately, all of these programs rely on public education through printed materials, community outreach, mass media, and school programs. The City has established a program to educate the public about source reduction, recycling, and composting.

CULTURAL RESOURCES

Even though there are no historic, archaeologic or paleontologic resources known to currently exist in Cypress, there is still a potential for finding historic properties in some limited capacity. Certainly, the discovery of an Indian skeleton by a construction crew in 1965 suggests that there could be additional Native American burial sites in the area. New development on land areas not previously covered by impervious surfaces shall require a literature search and strict adherence to CEQA Guidelines Section 15064.5 for environmental documentation and mitigation measures.

THE OPEN SPACE/RECREATION PLAN

The Open Space/Recreation Plan addresses how the City will provide adequate open space and recreation resources to City residents and workers. The Element emphasizes coordination among the City, local agencies, and community groups to provide recreation opportunities. Through the joining of efforts of these groups, some of the organizational and financial demands are removed from the City and a well developed recreational system is secured.

PARKS

The Open Space/Recreation Plan contains measures to ensure that adequate recreational opportunities are provided for City residents. The City has approximately 82 acres of parks, including community, neighborhood, mini, and nature parks.

According to Cypress' adopted park standards, the City has a shortfall of almost 46 acres of public open space. Meeting these standards seems infeasible, if not physically and financially impossible for the City. Only a few scattered parcels remain in residential neighborhoods that could become park land, and financial resources are limited for acquisition of these sites.

Park Site Selection Standards

The State of California Planning and Zoning law and the Subdivision Map Act Code Section 66477 (The Quimby Act) indicate that the legislative body of a City or County may, by ordinance, require the dedication of land, the payment of fees in lieu thereof, or a combination of both for park recreational purposes as a condition to the approval for a final tract map or parcel map. In cases where such dedications or fees have not been obtained for particular lots through a map, they may be imposed at the time that building permits are issued.

Among other requirements, the following conditions must be met:

- The Ordinance must include definite standards for determining the proportion of a subdivision to be dedicated and the amount of any fee to be paid in lieu thereof; and
- The legislative body has adopted a General Plan containing a Recreation Element, and any proposed park and recreational facilities are in accordance with definite principles and standards contained therein.

In conformance with this statute, the City of Cypress Conservation/Open Space/Recreation Element includes standards determining land requirements for future park sites. Table COSR-5 lists shortfalls/surpluses in park acreage based on the City's adopted standard.

Despite the shortage of vacant land, Cypress may obtain parkland though the following methods: parkland dedication requirements, specific plans, parkland lease arrangements, assessment districts, developer land dedications and exactions, and the urban open space and recreation program.

Parkland Dedication Requirements The parkland dedication requirements (or fees-in-lieu) in the subdivision ordinance should remain at three acres per 1,000 residents. The remaining one and one-half acres per 1,000 residents are provided at school sites.

Funds for park development are limited and financing mechanisms for future facilities must be explored. Financing options to investigate include assessment districts and developer land dedications and exactions.

Specific Plans The specific plan process currently employed to review development on the large parcels in the business park area can be used to set aside parkland for future development. Some cities require significant public amenities from industrial developers, similar to the requirements placed upon residential developers. This concept could be expanded to include the dedication of public parkland near employment centers, which could be used by local employees.

Parkland Lease Arrangements The City can explore the potential for long-term leases of vacant school sites for use as public parks. A long-term lease of at least 20 years is necessary to ensure that it is economically feasible to develop the site as a park. This option is becoming less feasible as many "closed" school sites are needed to accommodate growing student populations or are being utilized for other purposes. However, if vacant school sites occur in the future, parkland lease arrangements are an option.

Table COSR-5
EXISTING AND FUTURE PARK ACREAGE NEEDS

	Acreage Required			Available Acreage from Existing and Proposed Parkland		Surplus/Shortfall	
	Population	Parks/ 3.0 Acres/1,000	School Playground 1.5 Acres/1,000	District Parks	School Playgrounds	District Parks	School Playgrounds
Building	49,031[1]	147 acres	73.5 acres	82.03 acres	119.11 acres	64.97 acres	+45.61 acres
Future	51,524[2]	154.6 acres	77.3 acres	82.03 acres	119.11 acres	72.57 acres	+41.81 acres

Source: City of Cypress Recreation and Park District.

1. State of California, Department of Finance, January 1, 2000 Estimate.
2. General Plan Buildout population projection.

Assessment Districts State law provides for the establishment of special assessment districts to provide public facilities. Certain types of these districts (Mello-Roos) can be used to develop and maintain public parks in newly developing areas based upon a vote of current land owners.

Developer Land Dedications and Exactions The City should implement mechanisms to require dedication of land and/or payment of exactions by developers for the purpose of providing and preserving open space and recreational facilities and improvements in developing areas and for the preservation of such facilities and improvements in already developed areas.

California Department of Parks and Recreation Local Assistance Grants. The Local Services Section of the State Department of Parks and Recreation administers grant programs that provides funds to local and state agencies and other organizations. Grants are generally for park, recreation and resources related projects.

The passage of the "Safe Neighborhood Parks, Clean Water, Clean Air and Coastal Protection Bond of 2000" (Proposition 12) provides funds for local assistance grants, as provided for in Sections 5096.310, 5096.331 through 5096.345 and 5096.348 of the Public Resources Code. The following grant programs to be administered by the California Department of Parks and Recreation include: 1) Grant Program for Improvement to those units of the State Park System administered by Local Agencies; 2) California Heritage Grant Program; 3) Per Capita Grant Program I (Statewide); 4) Per Capita Grant Program II (Small Cities and Districts); 5) Roberti-Z'bert-Harris Grant Program; 6) Riparian and Riverine Habitats Grant Program; 7) Non-motorized Trails Grant Program; 8) Murray-Hayden (Urban Youth Services) Grant Program; 9) Dr. Paul Chaffee Zoological Program; 10) National Marine Sanctuaries Grant Program; 11) Urban Centers and Education Grant Program; and 12) Regional Youth Soccer/Baseball Facilities Grant Program.

The City is eligible for funds through the per capita grants, and could compete for other funds such as the Roberti-Z'bert-Harris Grants.

Recreational Programs and Services

Cypress should continue to expand recreational programs and services to serve the City's growing population. The following recommendations help to continue a high level of recreational service for the Cypress community.

- Develop cooperative arrangements with adjacent park departments and park and recreation districts for providing a coordinated set of recreational programs and a broader range of recreational resources than currently available.

- Continue to employ cooperative use arrangements with the Anaheim Union High School District and the Cypress Elementary School District to provide additional recreational resources. If necessary, these cooperative use arrangements can be formalized into written agreements. Past practice has been to cooperate on a regular, but informal, basis.

- Continue to work with various civic and recreation-oriented private groups (e.g., Boys Club and YMCA) to provide a recreational program that is well coordinated and responsive to changing community needs.

OPEN SPACE

The City of Cypress is almost completely urbanized. However, the City contains privately owned open space land that is used for recreation or to protect public safety.

Four open space areas are privately owned: Cypress Golf Club, Navy Golf Course, Los Alamitos Race Track and Forest Lawn Cemetery. These resources provide visual relief from the urban setting.

In addition to these open space areas, the Safety Plan identifies areas within Cypress that pose a potential threat to the community's health and safety. The implementation of proper planning techniques that minimize the threat to the public includes the designation of some of these areas for use as open space.

Cypress' flood control facilities are comprised of the flood control channels, shown in Exhibit COSR-2, *Flood Control Facilities*, and the Nature Park. This latter facility serves not only as a park, but also as a flood retention basin that collects storm runoff at its low point and pumps it to the nearby Carbon Creek Channel. Due to the adequacy of these flood control facilities, no structures in the City are subject to inundation during a 100-year flood.

GOALS AND POLICIES

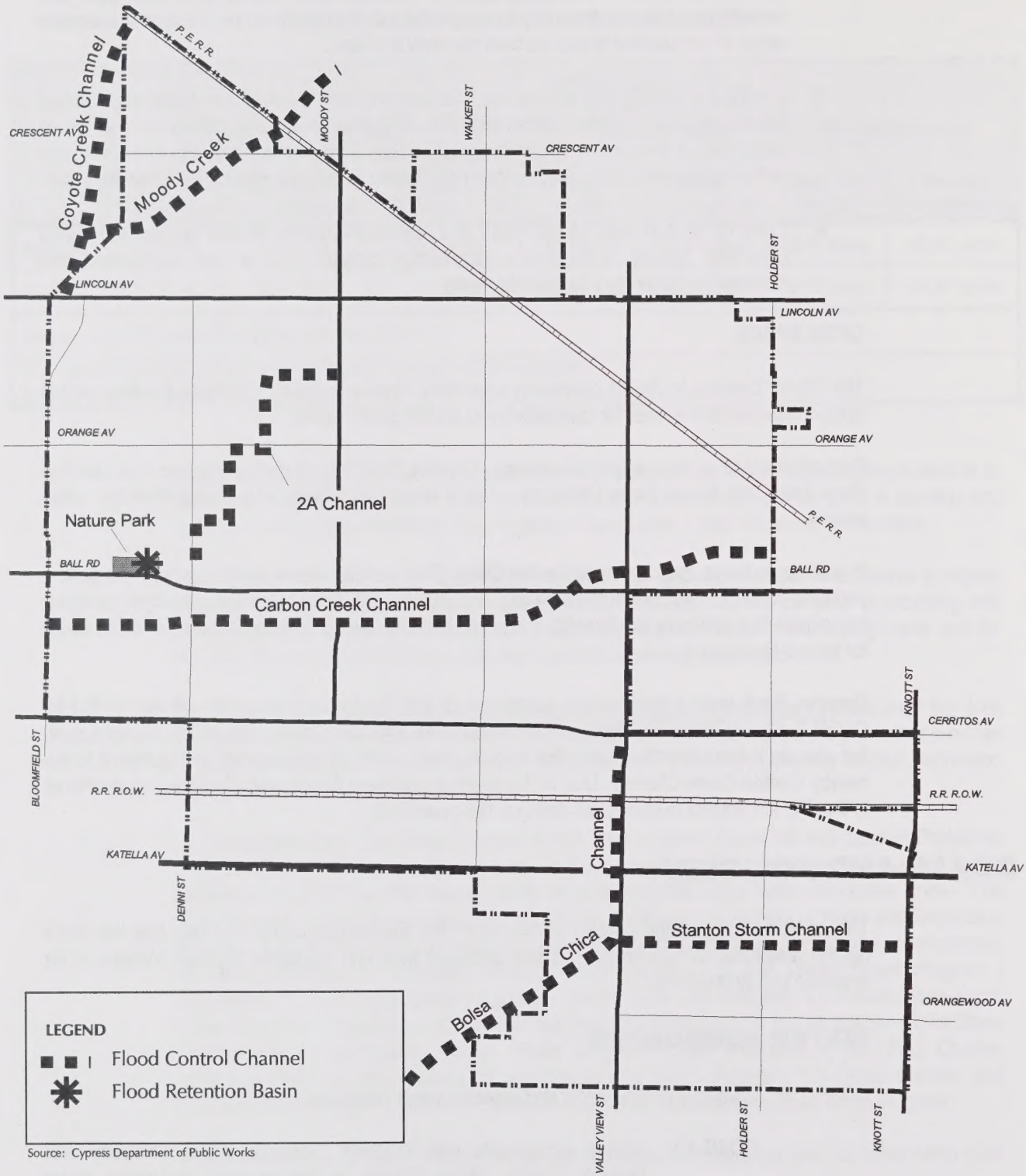
The goals and supporting policies contained in this Element focus on ensuring that the City's natural resources are preserved, and that adequate park and recreation facilities continue to be available to City residents.

WATER RESOURCES

COSR-1: Conserve ground water and imported water resources.

COSR-1.1: Pursue agreements with Southern California Water Company and Orange County Water District to design and implement water conservation measures.

COSR-1.2: Promote the use of native trees in landscaping to conserve water resources.



Source: Cypress Department of Public Works

N

1000 0 1000 2000 Feet

CITY OF CYPRESS GENERAL PLAN

Flood Control Facilities

Exhibit COSR-2

RBF CONSULTING
14725 ALTON PARKWAY
IRVINE, CALIFORNIA 92618-2027
949.472.3505 • FAX 949.472.8373 • www.RBF.com
PLANNING • DESIGN • CONSTRUCTION
GIS

JN: 10-100277
October 5, 2001

COSR-1.3: Protect ground water resources from depletion and sources of pollution.

COSR-1.4: Conserve imported water by utilizing water conservation techniques, water conserving appliances, and drought-resistant landscaping.

COSR-1.5: Support the expansion of reclaimed water production and use wherever possible and economically feasible.

BIOLOGICAL RESOURCES

COSR-2: Preserve the few remaining native plant and animal species, as well as the non-native plants, utilized in landscaping throughout the City.

COSR-2.1: Enforce the Landmark Tree Ordinance that prohibits destroying or pruning landmark trees without a permit.

COSR-2.2: Prohibit the construction of any structure within 30 feet of any landmark tree.

COSR-2.3: Provide for the consistent use of street trees along all sidewalks and property frontages.

COSR-2.4: Provide the opportunity to continue using land for agricultural crops as an interim use prior to further development.

ENERGY RESOURCES

COSR-3: Conserve energy resources through the use of available technology and conservation practices.

COSR-3.1: Encourage innovative site planning and building designs that minimize energy consumption by taking advantage of sun/shade patterns, prevailing winds, landscaping, and building materials.

COSR-3.2: Encourage new development and existing structures to install energy saving features.

SOLID WASTE REDUCTION

COSR-4: Reduce solid waste produced in the City.

COSR-4.1: Implement the Source Reduction and Recycling Element as required by State legislation.

COSR-4.2: Continue to comply with the requirements mandated by AB 939.

COSR-4.3: Maximize public awareness of all source reduction programs, including opportunities for community feedback and school education.

COSR-4.4: Maximize integration of all source reduction programs.

COSR-4.5: Encourage composting as an alternative to disposal for organic wastes.

COSR-4.6: Coordinate with the County and surrounding jurisdictions to dispose of special waste including tires, construction/demolition debris, medical waste, asbestos, and household hazardous waste.

CULTURAL RESOURCES

COSR-5: Preserve Cypress' archaeologic and paleontologic resources.

COSR-5.1: Update records of resource finds and locations when required.

COSR-5.2: Prior to development in previously undeveloped areas, require strict adherence to the CEQA guidelines for environmental documentation and mitigation measures where development will affect archaeological or paleontological resources.

PARK FACILITIES

COSR-6: Provide recreation/park facilities and programs for all those who live and work in Cypress.

COSR-6.1: Continue to require new developments to provide recreational opportunities for their residents in accordance with the City's park standard, three acres of parkland per 1,000 residents.

COSR-6.2: Preserve existing recreational and park facilities and develop new park and recreational facilities (including skating-oriented facilities) and/or programs as necessary to maintain an adequate level of service and a wide variety of programs.

COSR-6.3: Maximize the recreational opportunities offered by existing open space and recreation resources so that they serve the greatest portion of the community.

COSR-6.4: Where feasible, community, neighborhood and mini-parks should be located adjacent to school sites, but the prime locational criterion will be how well local neighborhoods are served.

COSR-6.5: Continually reassess the community's recreational and open space standards and opportunities in relation to satisfying the needs of the population.

COSR-6.6: Design new and renovated parks for convenient and accessible use by handicapped, elderly, and otherwise less mobile persons within the community.

COSR-6.7: Evaluate and, where feasible, utilize the opportunities offered by abandoned road and railroad rights-of-way and similar environmentally impacted or unused linear open space to construct low maintenance greenbelts and multi-use trails.

COSR-6.8: Preserve public and private open space lands for active and passive recreational opportunities.

COSR-6.9: Continue to cooperate with the Anaheim Union High School and Cypress School Districts for the maximum feasible use of public facilities to meet recreational needs. In addition, pursue joint-use agreements with Cypress College.

COSR-6.10: Encourage all future public neighborhood and community parks in the City to be designed as joint-use facilities contiguous with public schools, sharing playfields, playgrounds, and other amenities wherever possible.

COSR-6.11: Encourage and, where appropriate, require the inclusion of recreation facilities and open space within future residential, industrial and commercial developments.

COSR-6.12: Implement mechanisms to cause developments in Cypress to include recreation, cultural, and open space facilities and improvements by the dedication of land or property for such purposes, or the payment of contributions (exactions) to the City for the provision and preservation of such amenities.

COSR-7: Provide a range of informal opportunities and organized recreational, cultural, sports, and life enrichment programs and services that will enable community residents of all ages, interests, and abilities to participate and experience self-satisfaction, personal growth, and fulfillment in leisure activities.

COSR-7.1: Continue to work closely with various appointed citizen groups and service organizations to help assure that the city's recreation program meets the community's needs in the breadth and quantity of programs offered.

COSR-7.2: Work closely with other public agencies, including other parks and recreation departments and school districts, in developing cooperative park and recreation programs.

COSR-7.3: Work closely with private employers to develop and finance the costs of joint recreational programs and facilities for those working in Cypress.

COSR-7.4: Provide as wide a range of recreational opportunities as possible, including athletics, arts, crafts, and cultural arts programs and facilities for all ages and interest groups.

COSR-7.5: Ensure that parks and recreation facilities are developed with facilities appropriate to all ages, including athletic fields, active play areas, passive open space, tot lots and picnic areas.

COSR-7.6: Develop long-term agreements with the School District and, as appropriate, other agencies that will maximize joint-use and multiple-use of facilities, eliminate program uncertainty, and reduce overall operations and maintenance costs.

COSR-7.7: Provide appropriate recreation programs and park facilities for those with specialized needs including senior citizens and the handicapped.

OPEN SPACE

COSR-8: Preserve open space resources to maintain the high quality of life in Cypress.

COSR-8.1: Continue to ensure that adequate useable private open space is provided in residential developments, and that such areas are maintained as open space in perpetuity.

COSR-8.2: Promote visually pleasing landscaped corridors and a sense of spaciousness throughout the community.

COSR-8.3: Reinforce a sense of form and positive civic image by preserving older trees where possible, by requiring integrated landscaping plans within areas of newer development, and by providing bicycle trails that link cultural, educational, civic, and recreational uses.

COSR-8.4: Encourage individual school sites to maintain open space areas.

COSR-9: Promote the preservation of the Cypress Golf Club, Los Alamitos Race Track, and Forest Lawn Cemetery.

COSR-9.I: Work with the owners of large, privately owned open space resources that are unique in nature and hard to replace.

COSR-10: Protect the public health, safety, and welfare by preserving areas as open space that pose a potential threat to the community.

COSR-10.1: Conserve Cypress' flood control facilities as appropriate to protect the public health, safety, and welfare.

COSR-10.2: Preserve Nature Park as a flood control facility.

V. Safety Element

V. SAFETY ELEMENT

INTRODUCTION TO THE SAFETY ELEMENT

The Safety Element is an official guide for the City Council, government agencies, and individuals to identify and understand potential hazards confronting Cypress. The Element examines man-made and natural hazards that could endanger the public safety and welfare. These concerns are subsequently incorporated into goals, policies, and implementation measures to reduce the impacts of hazards.

PURPOSE

The Safety Element helps protect the community from natural and man-made hazards. Natural hazards include flooding, earthquakes, ground rupture, and landslides. Man-made hazards can result from hazardous and toxic materials, fires, crime, and aircraft overflight. Ultimately, the Safety Element concentrates on reducing death, injuries, property damage, and economic and social dislocation resulting from these hazards.

The Safety Element follows guidelines in the State Government Code Sections 65302(g) and 65302.5, as well as Public Resources Code Sections 4102, 4125, 4128.5 and 2699.

RELATIONSHIP WITH OTHER GENERAL PLAN ELEMENTS

The Safety Element is one of eight elements contained within the Cypress General Plan. According to the General Plan Guidelines, all general plan elements have equal legal status. Oftentimes, issues contained within each general plan element partially overlap with another element. The relationships between the Safety Element and Land Use, Housing, Circulation, Conservation/Open Space/Recreation, Noise, Air Quality, and Growth Management Elements are discussed below.

The Safety Element is the primary vehicle for relating local safety planning to city land use decisions. A city should establish land use planning policies, standards, and designations based on the criteria set forth in the safety element.

The land use designation is just one factor that determines where housing will be proposed within a community. The location of housing development is also influenced by the Safety Element which identifies potential hazards in relation to the proposed development. While working within the limitations established by the Land Use and Safety Elements, the City must provide adequate housing opportunities to its residents.

The Circulation Element strives to create an efficient and safe transportation network. The Safety Element includes a discussion of vehicle accidents and other safety/circulation issues.

To ensure the public's safety, the Safety Element, which incorporates the Seismic Hazards Mapping Act, may designate land to be preserved as open space. This, oftentimes, occurs as a result of special studies conducted by other governmental agencies, such as the Federal Insurance Management Agency (FIMA) identifying flood plains along identified earthquake faults. The Conservation/Open Space/Recreation Element discusses land that is preserved for the public health and safety.

The Noise and Air Quality Elements, like the Safety Element, are concerned with the public welfare. The Noise Element identifies contributors to noise pollution such as an airport or busy arterial; whereas, the Safety Element addresses flight patterns and the possibility of an accident so that evacuation policies can be addressed.

The Growth Management Element controls the development of a community. Gradual growth gives decision makers the opportunity to make informed decisions about a city's development. This attempts to prevent growth from occurring in inappropriate places (in areas subject to flooding) because of inadequate review.

SUMMARY OF EXISTING CONDITIONS

Communities can be affected by both natural and manmade hazards. The following discussion explores issues that may confront the City of Cypress, including flooding, seismic, geologic, hazardous materials, urban fires, crime, and aircraft overflight hazards.

NATURAL HAZARDS

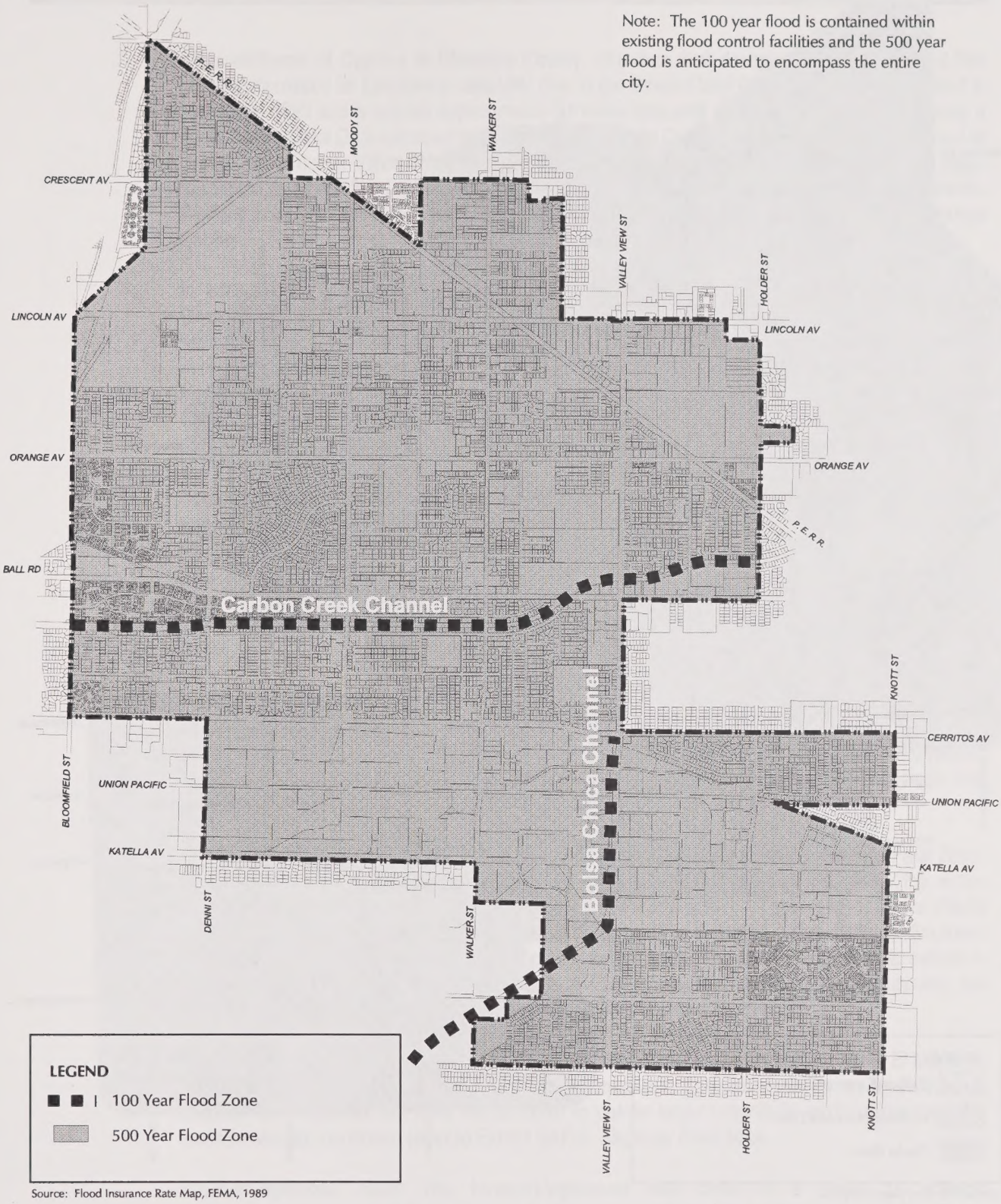
FLOODING

The City of Cypress contains no natural, permanent water features. A number of man-made lakes exist within the Los Alamitos Race Track and the Cypress Golf Course, as well as Willow Park. In addition, six storm drain channels traverse the City and transport water on occasion: Moody Creek, Coyote Creek, 2A, Carbon Creek, Stanton Creek, and Bolsa Chica Creek. The Orange County Safety Element identifies Carbon Creek as a major drainage facility for northern Orange County.

Historically, Orange County has experienced intermittent widespread flooding. Storm drain improvements by the Orange County Flood Control District generally provide relief from the flooding. According to the Flood Insurance Rate Map for Orange County, the projected 100-year flood for Cypress is contained within the Carbon Creek and Bolsa Chica storm drain channels. However, like most of Orange County, the projected 500-year flood may result in widespread flooding throughout the entire City (refer to Exhibit SAF-1, *Flood Zones*).

Outside Orange County, the Los Angeles County Drainage Area's (LACDA) flood control system manages storm waters. According to the United States (U.S.) Army Corps of Engineers, it has become evident that the system does not have sufficient capacity to provide adequate flood protection. In fact, a 100-year flood on the main system would inundate about 82 square miles, and existing drainage facilities only provide a 25-year-level protection in the lower basin, where over 500,000 people reside. According to the Los Angeles County Drainage Area Review, all flood waters will be accommodated in the Coyote Creek Channel and Cypress will not be affected.

Cypress is within the dam inundation area of three dams: Prado, Carbon Canyon and Whittier Narrows (refer to Exhibit SAF-2, *Dam Inundation Areas*). Prado Dam is located approximately 23



Source: Flood Insurance Rate Map, FEMA, 1989

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CITY OF CYPRESS GENERAL PLAN

Flood Zones

Exhibit SAF-1

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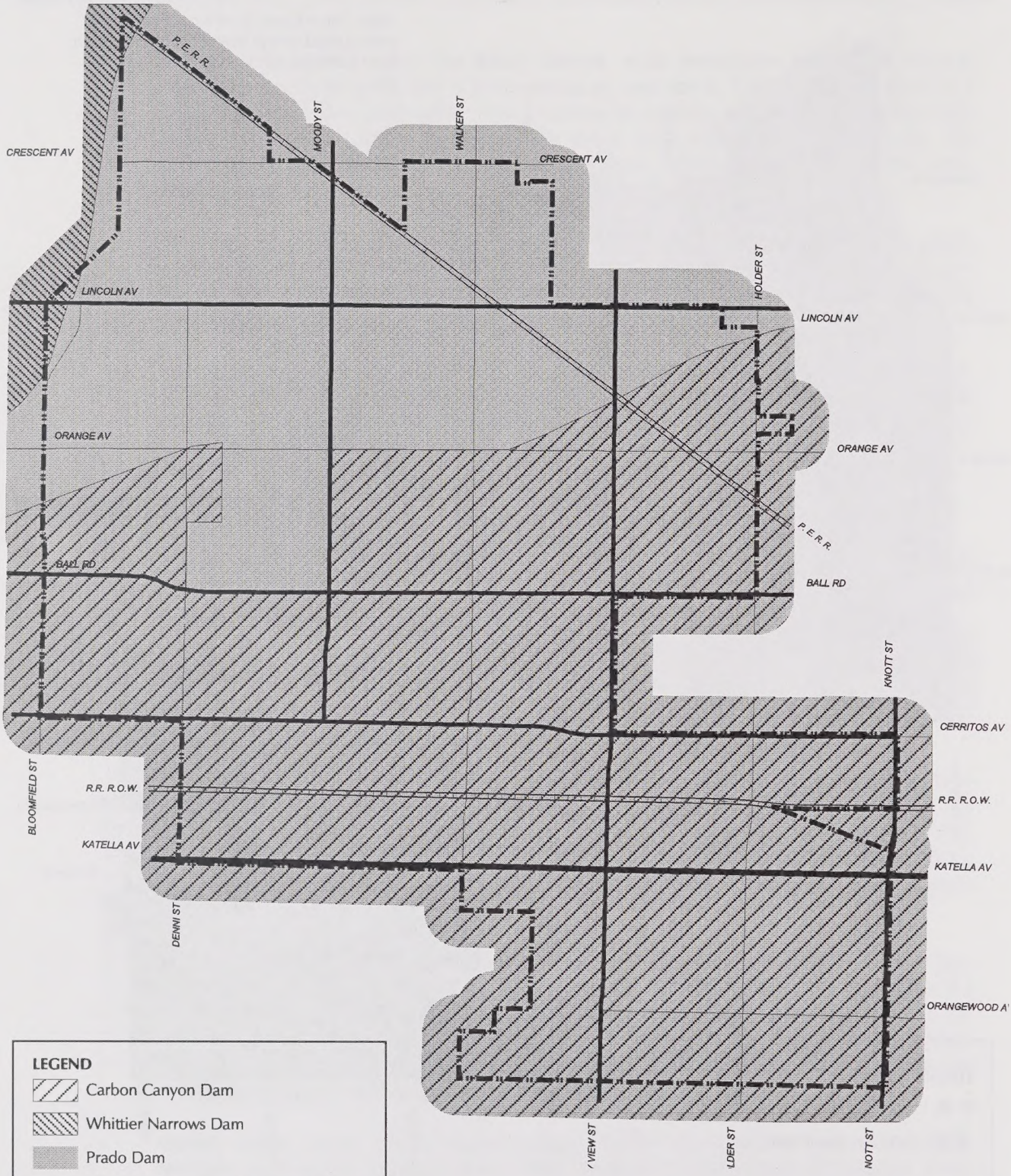

Source: U.S. Army Corps of Engineers

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CITY OF CYPRESS GENERAL PLAN

Dam Inundation Areas

Exhibit SAF-2

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miles northeast of Cypress in Riverside County. The dam was designed in the 1930s, but has recently increased its functioning capability due to the Seven Oaks Dam, which was completed in November 1999 and is located approximately 40 miles upstream on the Santa Ana River. During a flood, Seven Oaks Dam will store water destined for Prado Dam for as long as the reservoir pool at Prado Dam is rising. When the flood threat at Prado Dam has passed, Seven Oaks Dam will begin to release its stored flood water at a rate that does not exceed the downstream channel capacity. Working in tandem, the Prado and Seven Oaks Dams provide increased flood protection to Orange County.

In addition, the Santa Ana River Mainstem project is designed to provide flood protection to Orange, Riverside and San Bernardino Counties. The proposed improvements cover 75 miles from the headwater of the Santa Ana River east of the City of San Bernardino to the mouth of the river at the Pacific Ocean between the Cities of Newport Beach and Huntington Beach. The Mainstem Project will increase flood protection to more than 3.35 million people within the three Counties. The project includes seven independent features: Seven Oaks Dam, Mill Creek Levee, San Timoteo Creek, Oak Street Drain, Prado Dam, Santiago Creek and the lower Santa Ana River.

Carbon Canyon Dam, located in the northeastern portion of the City of Brea, is an earthfill dam that was designed to hold 12,000-acre feet of water. If dam waters were to exceed this capacity, the portion of Cypress below Orange Avenue could be completely covered.

The Whittier Narrows Dam is located in Pico Rivera and is also of earthfill construction. The City has prepared emergency evacuation plans for the Prado, Carbon Canyon, and Whittier Narrows Dams.

SEISMIC HAZARDS

The following section describes the presence and characteristics of seismic hazards in Cypress, including earthquake faults, surface rupture, ground shaking, liquefaction, hazardous buildings, and seismic response.

Earthquake Faults The City of Cypress is not located in an Alquist-Priolo Earthquake Fault Zone. While no active or potentially active faults are located within the City of Cypress, the entire Southern California region is considered to be seismically active. Table SAF-1, *Major Faults Considered to be Active in Southern California*, presents a listing of active faults in Southern California and the maximum credible earthquake for the fault. The most recent seismic events in Southern California include the 1994 Northridge Earthquake, the 1992 Landers Earthquake, the 1989 Newport Beach Earthquake, and the 1987 Whittier Narrows Earthquake.

Five faults are situated within close proximity to Cypress: Newport-Inglewood, Norwalk, El Modena, Whittier-Elsinore, and Elysian Park. The San Andreas and San Jacinto faults are located some distance from Cypress, but have the potential to deliver larger magnitude earthquakes than the faults previously mentioned (refer to Exhibit SAF-3, *Regional Fault Map*).

Newport-Inglewood Fault: The Newport-Inglewood fault zone is a series of echelon northwest-trending and vertically-dipping faults extending from the southern edge of the Santa Monica Mountains southeastward to the offshore area near Newport Beach. From north to south, the fault segments are:

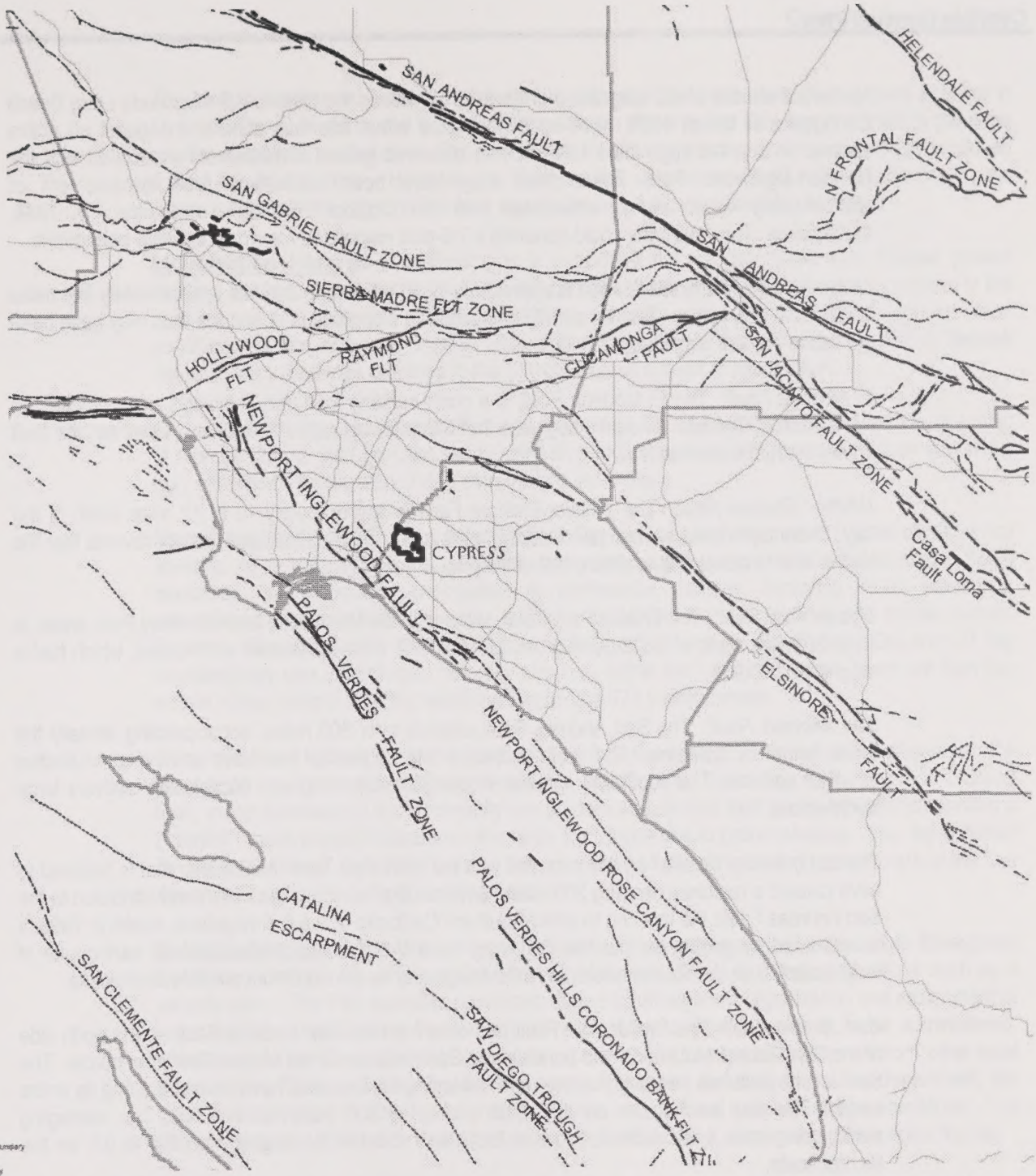
- Charnock Fault
- Overland Avenue Fault
- Inglewood Fault
- Potrero Fault
- Avalon-Compton Fault
- Cherry Hill Fault
- Seal Beach Fault

Table SAF-1
MAJOR FAULTS CONSIDERED TO BE ACTIVE(a)
IN SOUTHERN CALIFORNIA

Fault (in alphabetical order)	Date of Latest Major Activity	Maximum Credible Earthquake
Big Pine	1852	7.5 (b)
Cucamonga	(e)	6.5 (b)
Elsinore	1910	7.5 (b)
Elysian Park Structure	1989	6.75 (c)
Garlock	(d)	7.75 (b)
Helendale	(e)	7.5 (b)
Malibu Coast	1973	7.0 (c)
More Ranch	(d)	7.5 (b)
Newport-Inglewood	1933	7.0 (b)
Oak Ridge	1994	7.5
Palos Verdes	1982	6.6
Pinto Mountain	(e)	7.5 (b)
Raymond	(e)	6.6 (c)
San Andreas Zone	1857	8.25
San Cayetano	(e)	6.75 (c)
San Fernando Zone	1971	6.5 (b)
San Gabriel	(e)	7.5 (c)
San Jacinto Zone	1968	7.5 (b)
White Wolf	1952	7.75
Whittier	1987	7.1 (c)

Source: Law/Crandall And Associates, 1991.

NOTES:
(a) Historic Movement (1769 To Present).
(b) Greensfelder, C.D.M.G. Map Sheet 23, 1974.
(c) Mark (1977) Length-Magnitude Relationship.
(d) Intermittent Creep.
(e) Movement Within The Last 11,000 Years; Zoned By The State Geologist For The Alquist-Priolo Program.



Source: Department of Conservation; Division of Mines and Geology; Fault Activity Map of California and Adjacent Areas with Locations and Ages of Recent Volcanic Eruptions; 1994. Compilation and Interpretation by Charles W. Jennings; with assistance from George J. Saucedo. Most of the data shown on this map were compiled from 1989 to 1992. A Preliminary version was released in 1992. Additional data were added and revisions made in 1993 and 1994; this map supersedes the 1992 version. This compilation was completed before the Preliminary Earthquake Fault Zones Maps of 1994 were completed so there may be minor differences.

CAUTION: This fault map and accompanying report are for use as a guide only and should not be used to replace site specific evaluation.

N

Not to Scale

CITY OF CYPRESS GENERAL PLAN

Regional Fault Map

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Exhibit SAF-3

Numerous shocks of 4.0 magnitude or greater, as well as the historic 6.3 magnitude Long Beach Earthquake in March 1933, have been generated within this fault zone and suggest an active seismic history. Although there has been no observed ground displacement associated with the Newport-Inglewood Fault Zone, there may have been subsurface fault displacement of approximately seven inches associated with the October 21, 1941, and June 18, 1944, earthquakes. This fault zone could generate a 7.6-plus magnitude maximum credible earthquake.

Norwalk Fault: The Norwalk Fault is approximately 16 miles long and lies approximately five miles to the north of Cypress. Seismic activity has occurred along this fault and the fault may have been the cause of a 4.7 magnitude earthquake.

El Modena Fault: The El Modena Fault is a north trending fault that is located approximately 10 miles north of Cypress. Evidence suggests that the fault was active at one time; however, the fault is now thought to be inactive.

Whittier Elsinore Fault: The Whittier-Elsinore Fault is approximately 10 to 12 miles north of the City. There have been several minor earthquakes along the fault. Seismic history reveals that the fault is able to produce a seismic event of magnitude 6.0 or greater.

Elysian Park Fault: The Elysian Park Fault, situated in the Montebello and Monterey Park areas, is 15 to 20 miles north of the City. It produced the 1987 Whittier Narrows earthquake, which had a magnitude of 5.9.

San Andreas Fault: The San Andreas Fault extends over 600 miles, encompassing virtually the entire length of California. The fault is divided into segments that have somewhat distinctive behavior patterns. The southern segment is over 300 miles long and occasionally delivers large earthquakes.

The last great earthquake on this segment was the 1857 Fort Tejon earthquake that is believed to have caused a rupture extending 200 miles. Several other earthquakes have been attributed to the San Andreas Fault; the last one to affect Southern California was a 6.7 magnitude quake in 1899. It is estimated by geologists that this fault may have the potential to generate an earthquake of magnitude 8.5 on the Richter scale, which is designated as the maximum credible earthquake.

San Jacinto Fault: The San Jacinto Fault branches from the San Andreas Fault on the north side of the San Gabriel Mountains and parallels the San Andreas to the Mexico-California border. The San Jacinto fault has been very active, and damaging earthquakes have occurred along its entire length. The last earthquake on this fault exceeding 6.0 occurred in 1968. Ten damaging earthquakes have been attributed to this fault since the 1800s, ranging from 5.4 to 6.8 on the Richter scale.

Surface Rupture and Ground Shaking Surface rupture resulting from earthquakes is unlikely to occur in Cypress because no faults have been identified within the City boundaries. The nearest active faults, the El Modena and Norwalk Faults, lie approximately five to ten miles north of Cypress. Other faults located outside the Cypress area include the Newport Inglewood, Whittier-Elsinore, Elysian Park, San Jacinto, and San Andreas.

The future impact of earthquakes on Cypress depends on several factors. The particular fault, fault location, distance from the City, and magnitude of the earthquake all determine the degree of shaking that will occur in the City. In addition, the soil and geologic structure underlying Cypress influences the amount of damage that the City may experience. The soils underlying Cypress include alluvium deposits that may become unstable during intense groundshaking.

The Newport-Inglewood Fault is anticipated to generate the most destructive ground shaking in Cypress. The El Modena and Norwalk Faults, though closer to the City, are predicted to generate smaller magnitude earthquakes. The San Jacinto Fault is very active and has historically produced 6.0 to 7.0 earthquakes. However, as Cypress lies approximately 40 miles to the south, the distance between the City and this fault would alleviate the ground shaking impact.

Liquefaction Hazards Liquefaction is a subsidiary hazard associated with intense ground shaking. When the earth accelerates, the soil can destabilize and if sufficient water is present in the soil, the soil and water can mix. Liquefaction is generally associated with shallow ground water conditions and the presence of loose and sandy soils or alluvial deposits. Exhibit SAF-4, *Seismic Hazards Map*, illustrates locations in the City of Cypress subject to liquefaction.

According to the Cypress Disaster Plan and the Orange County Safety Element, Cypress, like most of Orange County, has granular sandy soil with a high water content. Areas with these conditions may experience liquefaction during extreme ground shaking.

Hazardous Buildings During a seismic event, Cypress may be subjected to high levels of ground shaking. As a result, buildings within the community could sustain substantial damage. Some structures are particularly susceptible to earthquake damage, including tilt-up structures, unreinforced masonry buildings, older buildings, buildings over four stories, and mobile homes. Concrete tilt-ups built prior to 1974 may especially suffer damage. The Building Department has identified only one unreinforced masonry structure within the City boundaries. There are also two mobile home parks in the City, which accommodate 373 mobile homes.

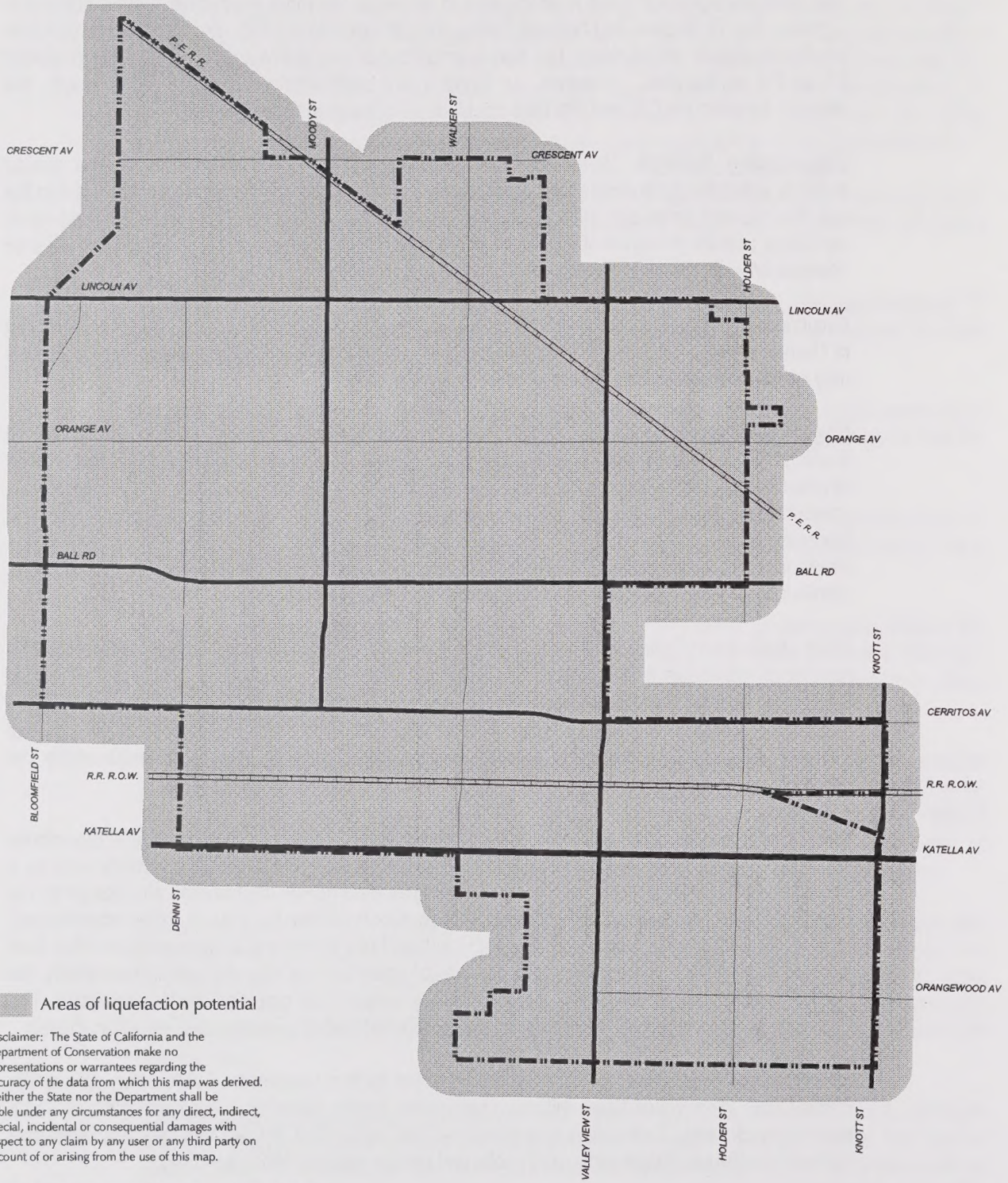
Other structures in Cypress are vulnerable to earthquake damage. The danger increases with the number of individuals that congregate within a specific area. According to the Cypress Disaster Plan, many sidewalks in the community are bordered by six-foot high concrete walls, presenting a potential hazard to pedestrians were the walls to collapse due to groundshaking. Also, the potential for structural failure, capable of injuring large numbers of people in a given area, exists at the Los Alamitos Race Track during the racing season.

Seismic Response The City of Cypress Disaster Plan serves as the community's Emergency Operations Plan (EOP), which outlines the City's actions during emergency situations such as a seismic event. The Plan specifies operations during an emergency, organization and assignment of responsibilities, coordinating instructions, an explanation of how the plan is to be administered, procedures to identify responsible personnel, and methods to request aid/support from other local communities. These activities involve a number of agencies including the police department, fire department, medical facilities, public health officials, coroner, and care and shelter operations. The City's emergency evacuation routes are shown on Exhibit SAF-5, *Emergency Evacuation Routes*.

All emergency evacuation activities are coordinated by the Evacuation Coordinator, who is the Police Chief. The Police Chief will issue evacuation orders based on information gathered from emergency experts. Evacuation operations will be conducted by law enforcement agencies, highway/road/street departments, and public and private transportation providers.

LANDSLIDES

The City of Cypress lacks any significant topographical features. According to the Division of Mines and Geology, *Seismic Evaluation* (1998), no landslides have been recorded within the city boundaries and none are anticipated based on the area's flat terrain.



Areas of liquefaction potential

Disclaimer: The State of California and the Department of Conservation make no representations or warrantees regarding the accuracy of the data from which this map was derived. Neither the State nor the Department shall be liable under any circumstances for any direct, indirect, special, incidental or consequential damages with respect to any claim by any user or any third party on account of or arising from the use of this map.

Source: Cypress Department of Conservation, Division of Mines and Geology, Official Maps of Seismic Hazard Zones, Seismic Hazard Zones, Los Alamitos Quadrangle, released March 25, 1999.

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CITY OF CYPRESS GENERAL PLAN

Seismic Hazards Map

Exhibit SAF-4

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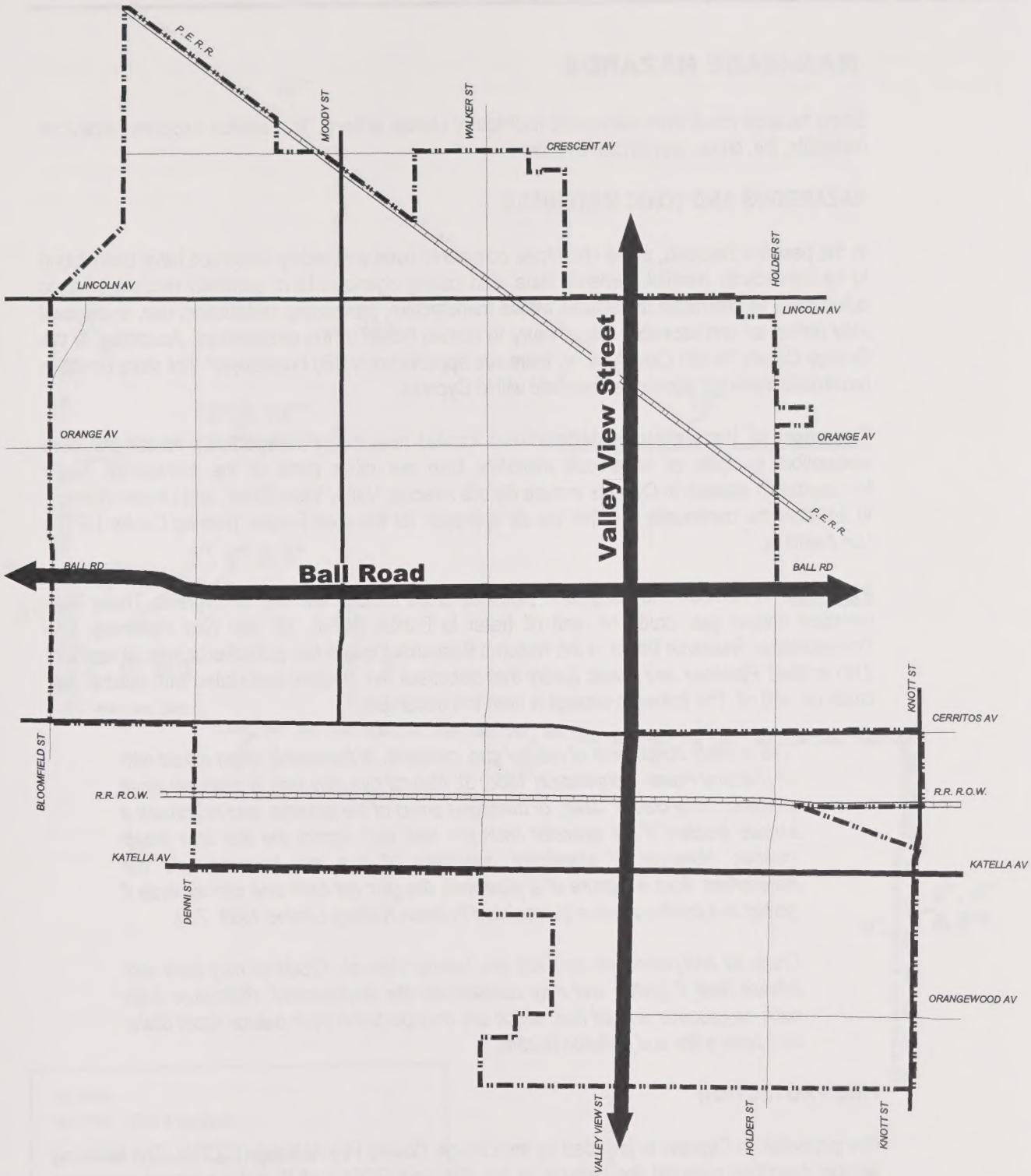

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CITY OF CYPRESS GENERAL PLAN

Emergency Evacuation Routes

Source: City of Cypress Disaster Plan 1988.

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Exhibit SAF-5

MAN-MADE HAZARDS

Some hazards result from man-made facilities or human actions. This section explores hazardous materials, fire, crime, and aircraft overflight.

HAZARDOUS AND TOXIC MATERIALS

In the past few decades, some chemicals commonly used and widely dispersed have been found to be significantly harmful. Federal, state, and county agencies have generally recognized toxic substances as chemicals or mixtures whose manufacture, processing, distribution, use, or disposal may preset an unreasonable risk of injury to human health or the environment. According to the Orange County Health Care Agency, there are approximately 160 businesses[1] that store or utilize hazardous materials above the threshold within Cypress.

Transport of Hazardous Materials Areas located near major transportation routes are more susceptible to spills of hazardous materials than are other parts of the community. Major transportation arterials in Cypress include Katella Avenue, Valley View Street, and Lincoln Avenue. In addition, the community is within the air approach for the Joint Forces Training Center (JFTC) Los Alamitos.

Pipelines A number of underground pipelines cross through the City of Cypress. These lines transport natural gas, crude oil, and oil (refer to Exhibit SAF-6, *Oil and Gas Pipelines*). The Transportation Research Board of the National Research Council has published a special report (# 219) entitled *Pipelines and Public Safety* that discusses the dangers associated with natural gas, crude oil, and oil. The following excerpt is from this document:

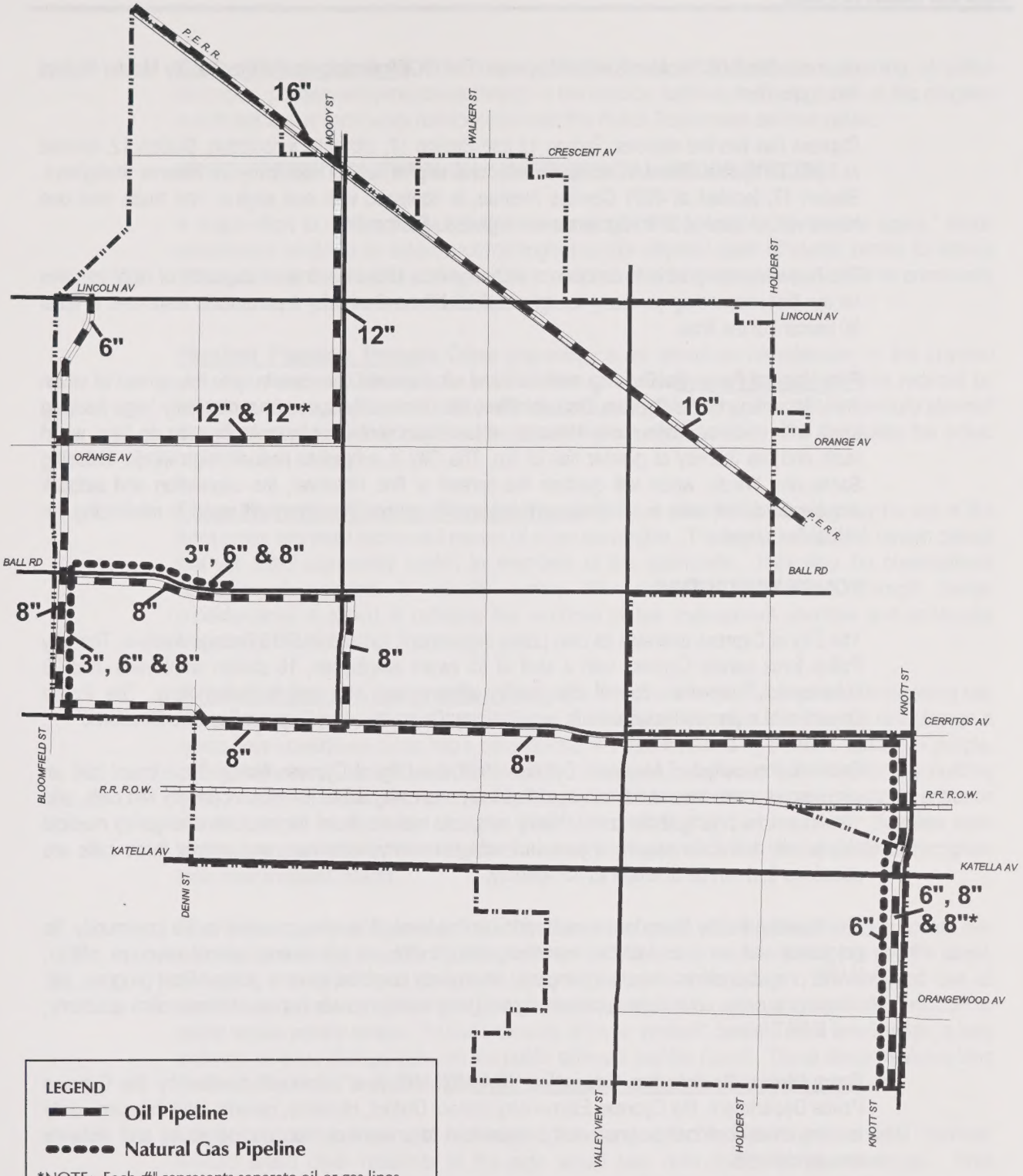
> *"The primary constituent of natural gas, methane, is flammable when mixed with air (Federal Power Commission 1966, 3). Natural gas may leak in relatively small quantities from cracks, flaws, or damaged areas of the pipeline, and not create a serious incident if the operator finds the leak and repairs the line in a timely manner. However, if significant quantities of gas are released into the atmosphere from a rupture of a pipe wall, the gas will burn and can explode if ignited in a confined space (Associated Pullman Kellogg Limited 1981, 7.1).*
>
> *Crude oil and petroleum products are heavier than air. Crude oil may burn with intense heat if ignited and may contaminate the environment. Petroleum fuels such as gasoline and jet fuel, which are transported in their natural liquid state, also pose a fire and pollution hazard."*

FIRE PROTECTION

Fire protection in Cypress is provided by the Orange County Fire Authority (OCFA). The following section describes potential fire hazards in the City and OCFA's staff and equipment resources available to handle a fire or other emergency.

The Orange County Fire Authority provides fire prevention, suppression and emergency services to 20 jurisdictions within Orange County. Known as the Orange County Fire Department from 1980 to 1995, the OCFA has served the City of Cypress since May 16, 1980. In 1998, the OCFA

[1] Per correspondence from the Orange County Health Care Agency dated May 8, 2000. The number of businesses were determined in accordance with California Health and Safety Code Section 6.95.



Source: Cypress Department of Public Works

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CITY OF CYPRESS GENERAL PLAN

Oil and Gas Pipelines

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responded to 2,092 incidents within Cypress. The OCFA participates in the County Master Mutual Aid Agreement.

Cypress has two fire stations, Station 12 and Station 17, within its jurisdiction. Station 12, located at 8953 S. Walker Street, is equipped with one engine and is staffed by 25 reserve firefighters. Station 17, located at 4991 Cerritos Avenue, is equipped with one engine, one truck, and one medic van. A total of 27 firefighters are assigned to Station 17.

The Department's goal is to maintain a response time (from the time of dispatch) of eight minutes for the first responding company for a fire call and five minutes for a paramedic response, at least 90 percent of the time.

Fire Hazard Potential Building materials and wind speeds can contribute to the spread of urban fires. According to the Cypress Disaster Plan, the community does not contain any large housing tracts with wood or shake roofs. However, a few apartment complexes in Cypress do have wood roofs and are thereby at greater risk of fire. The City is subject to periodic high winds, including Santa Ana Winds, which will quicken the spread of fire. However, the separation and setback requirements that were in effect when most houses in the City were built assist in minimizing the risk of fire spread.

POLICE PROTECTION

The City of Cypress operates its own police department, located at 5275 Orange Avenue. The City Police force serves Cypress with a staff of 55 sworn employees, 16 civilian employees, and 23 volunteers. Thirty-nine (39) of the sworn officers are assigned to patrol duty. The Police Department is presently divided into two divisions: Operations and Support Services Divisions.

Between the period of May and October 1999, the City of Cypress Police Department had an average response time of 3.5 minutes for priority one calls, seven minutes for priority two calls, and 16 minutes for priority three calls. Priority one calls include those that require emergency medical aid; priority two calls require urgent, but not emergency, response; and priority three calls are situations that can be deemed as non-priority.

The Cypress Police Department takes pride in the level of service provided to the community. Its programs and services include: narcotics team, traffic, canine teams, school resource officer, DARE program, citizen volunteer program, emergency services, reserve police officer program, jail, detective bureau, court liaison, patrol bureau, gang detail, records bureau, citizen police academy, and SWAT team.

Drug Abuse Resistance Education (DARE) DARE is a collaborative effort by the Cypress Police Department, the Cypress Elementary School District, students, parents, and the community to offer an educational program in the classroom to prevent or reduce drug abuse and violence among children.

Citizen Volunteer Program Through the volunteer program, citizen volunteers learn about law enforcement and work side by side with the officers as an extra set of eyes and ears in the field. After an extensive selection process, volunteers receive a thorough training course. Some of the duties they perform are vacation house checks for residents who are out of town and patrol of neighborhoods, parks, and schools to help promote a safe environment.

Citizen Police Academy This program offers citizens an in-depth understanding of police strategies, policies and procedures through a ten session curriculum. The purpose of this program is to foster better community relations between the Police Department and the public.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

A major effort to restore public safety revolves around the concept of "defensible space," which encourages residents to assert a psychological and/or physical span of spatial control to reduce the opportunity for unlawful activity. The concept of defensible space is applicable to community and site planning, as well as to building design.

Physical Planning Process Crime prevention is an important consideration in the physical planning process. Conditions for public safety can be enhanced and property loss reduced by utilizing land use planning and site design techniques to deter criminal activity. Carefully planned development can serve to minimize the opportunity of unlawful activity, and thus lower the actual occurrence of crime.

Crime Prevention Through Physical Planning The use of physical planning may be one of the least costly and most successful means of crime prevention. The key is to establish design criteria that will affect community control by members of the community. Improving the observational capability of residents to visually survey their residential environment through design considerations is aimed at reducing the workload of law enforcement agencies and enhancing community orientation.

Street, Building and Landscaping Design The design of streets, buildings and landscaping can influence the way people regard spatial use. Architectural alteration of entrances can change a space once considered public into a semi-private one that is shared by a limited number of people. In large apartment complexes with one or two entrances, people are able to enter the building without notice or challenge. Apartment buildings designed to provide a separate common entrance for six to eight families allow a higher level of surveillance by the occupants. Families soon become acquainted with their neighbors' normal day-to-day activities and are able to recognize their most frequent visitors.

Streets are typically designed and considered as public space allowing free and ready access into any neighborhood by anyone. By siting residential structures in relation to their lots and the street, a degree of neighborhood control or territoriality may be established. The designed use of symbolic or psychological barriers through landscaping can have an apparent differentiation to public versus private space. Typical examples of these symbolic barriers are a small hedge, a long walkway, or a set of steps between the public sidewalk and the house. These design features tend to identify the end of the public space and the beginning of a more selective space use.

Landscaping features can also facilitate neighborhood control by providing observable "barriers" beyond which other residents of the area would take note and potentially challenge. Here landscaping can be used to define space use by visually delineating area for their private space use from public space use. An attractively landscape front yard can be considered the object of the resident's pride of ownership. In turn, the pride can be transferred to other residents in the neighborhood. With neighbors reinforcing this aspect of private domain, they soon develop a sense of identity to and responsibility for others' front yards. Landscaping treatment should be used in a manner that enhances an area's or project's setting without obstructing the visibility of walkways or entrances from the streets or other residences.

Community Identity and Control The design of physical space can augment community identity and control. Visibility alone is not enough; there must be a reason before a person will challenge inappropriate behavior. If a person feels he/she has a stake in a neighborhood or community, there is ample reason to question the potentially unlawful behavior of others.

The use of design in the physical planning process can encourage residents to assert a psychological identity over their immediate neighborhood; and thus to deter crime by reducing the opportunity for unlawful activity. Strongly defined areas of influence, real and psychological barriers, and improved opportunities for surveillance can assist a community in exerting a meaningful level of crime prevention and control by its residents.

RELATED PLANS AND PROGRAMS

A number of plans and programs contain information that relates to the City of Cypress Safety Element. A brief synopsis of relevant documents is provided below.

CYPRESS DISASTER PLAN

The Cypress Disaster Plan serves as the community's Emergency Operations Plan (EOP), which provides guidance during emergency situations associated with natural disasters, technological incidents, and nuclear defense operations. The Plan does not address normal day-to-day emergencies or the well-established and routine procedures used in coping with such emergencies. Rather, this EOP analyzes potential large scale disasters that require a coordinated and immediate response.

Aid during these unique emergency situations is available within the local government structure and associated agencies. The EOP identifies key personnel and groups in the Cypress Emergency Management Organization that are organized to protect life and property in the community. The Plan also identifies sources of outside support that might be provided through mutual aid by other jurisdictions, state and federal agencies, and the private sector.

COUNTY OF ORANGE HAZARDOUS WASTE MANAGEMENT PLAN

Current government responsibilities for hazardous waste management are divided among federal, state, and local levels. The Orange County Hazardous Waste Management Plan, adopted in 1989, addresses those issues having local responsibilities and involvement. However, both state and local policies for controlling emergencies are outlined.

The County's Plan sets forth a comprehensive local hazardous waste strategy. Several components comprise this strategy, including:

- Current and future hazardous generation and management needs in Orange County;
- Framework for the development of facilities to manage hazardous waste; and
- Policy direction toward developing county-wide programs for waste-reduction and household and small quantity business hazardous waste collection.

AIRPORT ENVIRONS LAND USE PLAN (AELUP)

The Airport Land Use Commission (ALUC) is the agency charged by the State with the responsibility of formulating a comprehensive airport land use plan for the anticipated growth of each public use airport and its environs. The purpose of the airport land use plan is to safeguard

the general welfare of the inhabitants within the vicinities of airports and to ensure the continued operation of the airports.

The Airport Land Use Commission for Orange County has adopted the Airport Environs Land Use Plan (AELUP), amended November 16, 1995, which includes the Joint Forces Training Center (JFTC) Los Alamitos.

City and County General Plans must be consistent with the AELUP unless specific findings can be made by the local legislative body. State law grants review powers to the Airport Land Use Commission (ALUC) involving the following actions of local agencies within the planning boundaries of the ALUC:

- Amendments of a City's General Plan;
- Amendments of a City's Specific Plan;
- Adoption of Zoning Ordinances; and
- Adoption of Building Regulations.

Prior to amending a General Plan or Specific Plan, the involved locality must submit the proposal to the ALUC for review. ALUC review does not, however, include other applications, including, but not limited to, conditional use permits, variances, subdivision or parcel maps, and site plan approvals.

In terms of assessing consistency between local General Plans and the AELUP, the County focuses on the following three areas: noise, safety and building height. The updated Cypress Noise and Safety Elements address these issues; building height is also examined in the Cypress Zoning Ordinance and Specific Plans. The following building criteria are utilized as part of the County's AELUP consistency review procedures:

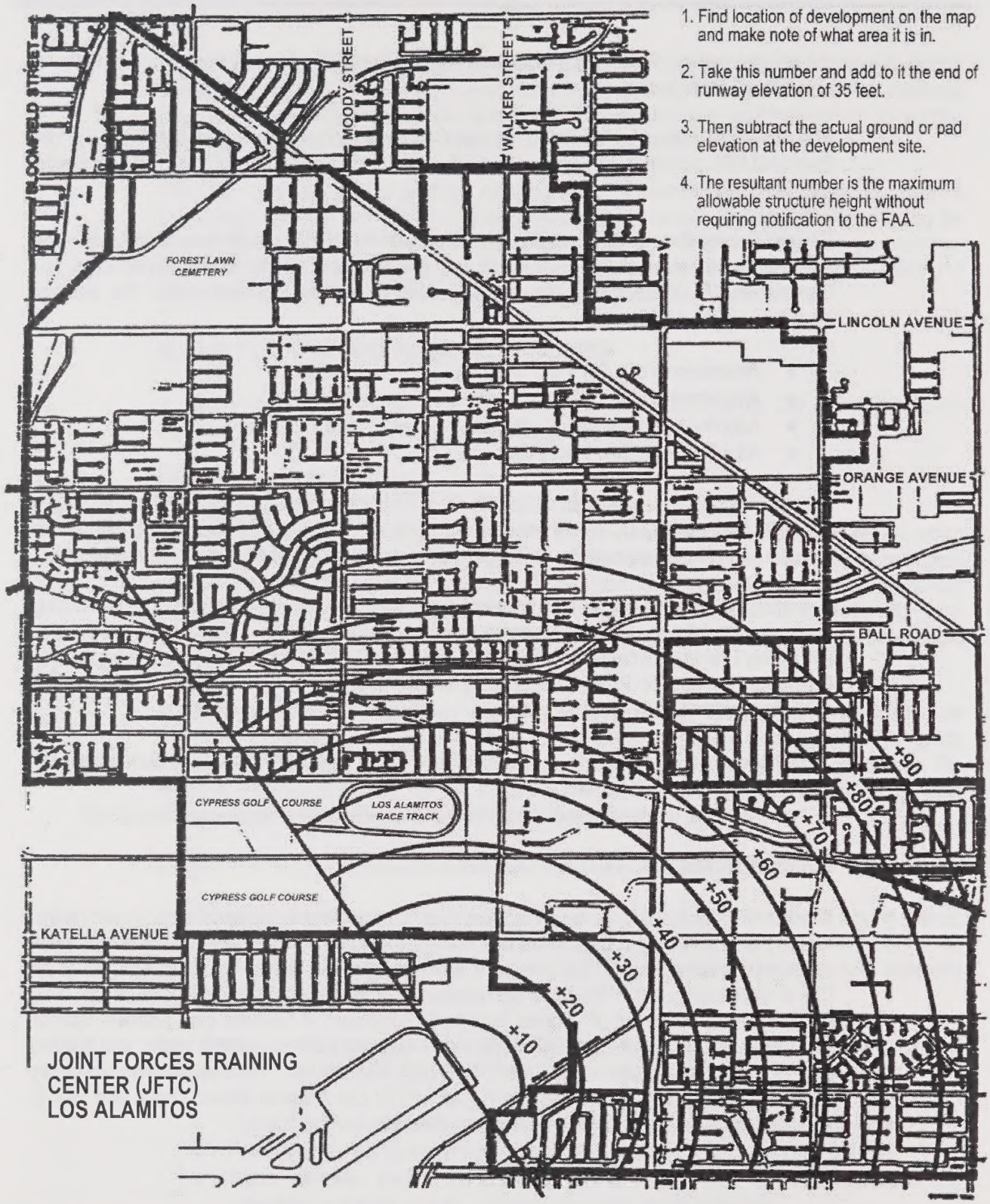
- Does the Agency have a map or other graphic that depicts imaginary surfaces for the airports that impact the City?
- Are there policies in the General Plan which reference FAA studies and clearances?

Aircraft Overflight

The Joint Forces Training Center (JFTC) Los Alamitos is located in western Orange County within the City of Los Alamitos. On-site facilities include two runways and associated taxiways, ramp space, and hangars. The JFTC is primarily utilized for helicopter training missions. A portion of the City of Cypress lies within the prevailing approach path of the Army Airfield located at the JFTC Los Alamitos. This portion of Cypress is primarily composed of business park facilities. Specific land use regulations regarding FAA notification imaginary surfaces, aircraft noise, and building heights have been implemented (refer to Exhibit SAF-7, *FAA 100:1 Notification Imaginary Surfaces*, SAF-8, *Joint Forces Training Center (JFTC) Los Alamitos Impact Zones*, and SAF-9, *Building Height Restrictions, 50 to 1 Clearance Surface*).

SEISMIC HAZARDS MAPPING ACT

The Seismic Hazards Mapping Act requires the Division of Mines and Geology to delineate areas of high potential ground shaking, liquefaction, earthquake-induced landslides, and other ground failures.



Source: City of Cypress 1993 General Plan; Airport Environs Land Use Plan, November 1995, Airport Land Use Commission for Orange County.

N

Not to Scale

CITY OF CYPRESS GENERAL PLAN

FAA 100:1 Notification Imaginary Surfaces

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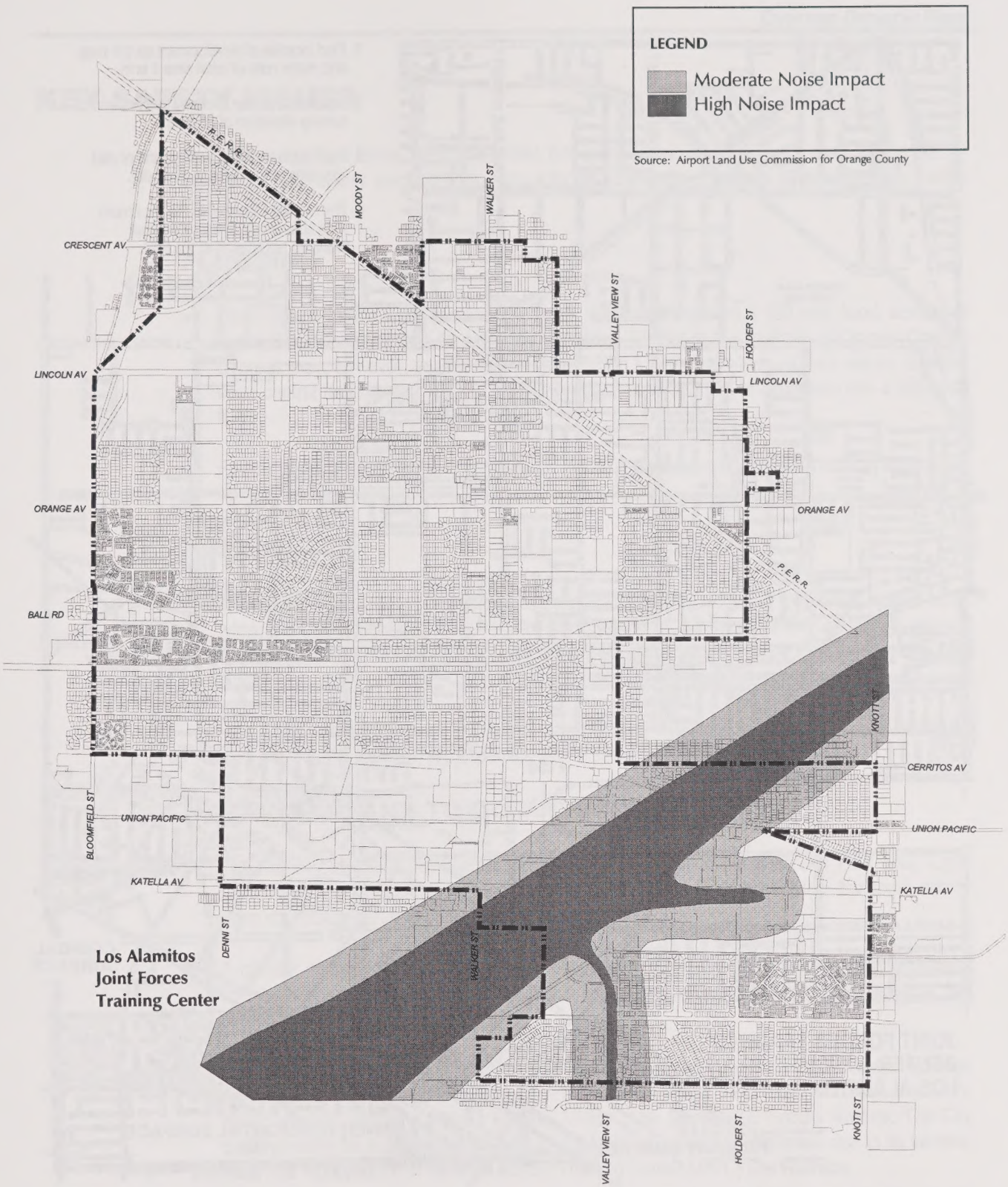
Exhibit SAF-7



CITY OF CYPRESS GENERAL PLAN

Los Alamitos Army Airfield Impact Zone

Exhibit SAF-8

N

1000 0 1000 2000 Feet

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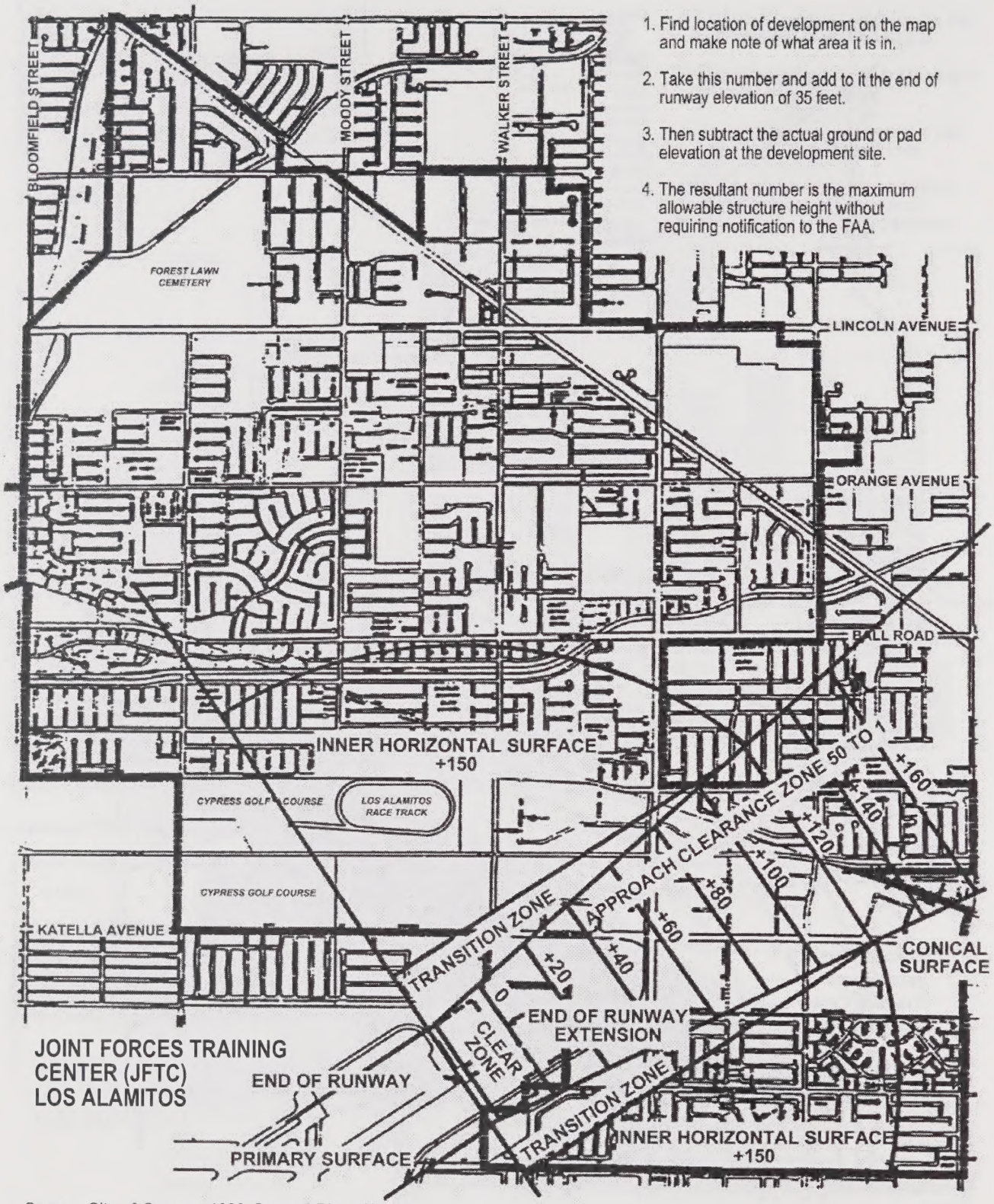
JN: 10-100277
October 5, 2001



Source: City of Cypress 1993 General Plan; Airport Environs Land Use Plan, November 1995, Airport Land Use Commission for Orange County.

Not to Scale

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CITY OF CYPRESS GENERAL PLAN

Building Height Restrictions, 50 to 1 Clearance Surface

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Exhibit SAF-9

KEY SAFETY ISSUES

The issues identified below were developed through analysis of background data for the Safety Element. These issues are utilized to formulate the Element's goals and policies and the Safety Plan.

FLOODING

- Flood control facilities in Cypress will contain flows resulting from a 100-year flood, according to the Federal Emergency Management Agency. Similar to the majority of Orange County, Cypress may, however, experience flooding during a 500-year storm or dam failure. Existing flood control facilities in most of Orange County are inadequate to accommodate a 500-year flood.

- Failure of the Prado, Carbon Canyon, or Whittier Narrows dams would result in inundation throughout the City.

SEISMIC

- The Division of Mines and Geology has not identified any active or potentially active faults within the City of Cypress. However, like all of Southern California, the City is situated within a seismically active region. Hazards relating to seismic events, including groundshaking and liquefaction, could endanger structures and people within the area.

- Structures without adequate reinforcement, including masonry and concrete tilt-up buildings constructed prior to 1974, are especially prone to earthquake damage.

HAZARDOUS AND TOXIC MATERIALS

- The majority of future development in the City will occur in the Business Park area. Light industrial and research/development uses in the Business Park may utilize, transport, and/or store chemicals, creating a possible fire hazard.

- A number of businesses utilize or store hazardous materials within Cypress. The accidental release or combustion of these hazardous materials could endanger individuals within the community.

- The transportation of hazardous waste poses special problems. Since there are no freeways within Cypress, accidents involving hazardous waste would most likely occur on the City's major arterials, including Katella Avenue, Valley View Street, and Lincoln Avenue. The City could possibly be subjected to the airborne release of hazardous materials due to its location within the flight pattern of the Joint Forces Training Center (JFTC) Los Alamitos.

PIPELINES

- There are a number of pipelines traversing the City that transport natural gas, crude oil, and oil. Though pipelines have better safety records than many other transportation methods, explosions resulting from pipeline failure may endanger individuals and structures. Pipeline failure most commonly results from excavation and corrosion.

FIRE PROTECTION

- Additional development in the City will place new demands on the Orange County Fire Authority.

- Wood roofs are often a contributing factor to the spread of urban fires. Cypress does not have any large residential tracts with wood roofs. However, the City's Disaster Plan does identify the presence of some apartment buildings and single-family homes with wood roofs.

POLICE PROTECTION

- As Cypress' resident and business population continues to grow, the City Police Department will need to service a larger community. Without adequate increases in staffing and equipment, additional demands may limit the ability of the Police Department to maintain its current high level of service.

AIRCRAFT OVERFLIGHT

- A portion of the City of Cypress lies within the prevailing approach path of the JFTC Los Alamitos. Air operation accidents, including equipment failure or the accidental release of materials, may harm individuals within the City.

DESCRIPTION OF THE SAFETY PLAN

The Public Safety Plan describes the approach to be utilized in implementing the goals and policies of the Safety Element. The goals and policies of the Element provide direction for specific actions by the City. The way in which Cypress achieves those goals and implements those policies is determined by the programs, actions, and cooperative efforts undertaken by the City.

GOALS AND POLICIES

FLOOD

SAF-1: Protect residents, workers, and visitors from flood hazards, including dam inundation.

SAF-1.1: Manage development to ensure that flooding concerns have been considered prior to development.

SAF-1.2: Minimize flood hazards by working with the Orange County Department of Public Works to identify and construct needed local and regional storm drain improvements.

SAF-1.3: Minimize dam inundation hazards through engineering and construction.

SAF-1.4: Review on an annual basis the emergency evacuation plan to ensure its continued effectiveness.

SAF-1.5: Support the U.S. Army Corps of Engineers' improvements to Los Angeles County's flood control system and to the Santa Ana River Mainstem project.

SEISMIC

SAF-2: Protect life and property in Cypress from seismic events and resulting hazards.

SAF-2.1: Identify and evaluate existing structures for structural safety. Encourage building owners to undertake seismic retrofit improvements.

SAF-2.2: Implement the Uniform Building Code's seismic standards for construction of new buildings and maintain seismic safety of existing structures.

SAF-2.3: Require the review of soils and geologic conditions, and if necessary on-site borings, to determine liquefaction susceptibility of a proposed project site.

SAF-2.4: Study the potential for liquefaction within the City and adopt policies that minimize the potential damage of structures and injury of citizens.

HAZARDOUS MATERIALS

SAF-3: Minimize risks to life and property associated with the handling, transporting, treating, generating, and storing of hazardous materials.

SAF-3.1: Locate new and relocate existing land uses that utilize, produce, transport, or store hazardous materials a safe distance from other land uses that may be adversely affected by such activities.

SAF-3.2: Encourage and support the proper disposal of household waste and waste oil. Monitor dry cleaners, film processors, auto service establishments, and other businesses generating hazardous waste materials to ensure compliance with approved disposal procedures.

SAF-3.3: Prosecute unlicensed dumping of toxic or hazardous materials into the ground or water in Cypress. Increase the fines levied for illegal dumping. Encourage citizens to report dumping when they observe it.

SAF-3.4: Support efforts to enforce State "right to know" laws, which outline the public's right to information about local toxics producers.

PIPELINES

SAF-4: Minimize property damage and injury to persons from underground pipeline hazards.

SAF-4.1: Ensure that the Orange County Fire Authority and other disaster response agencies have access to route, depth, and shut-off information about each pipeline.

SAF-4.2: Ensure that the Disaster Response Plan includes procedures to deal with a pipeline accident.

SAF-4.3: Consult with agencies operating these lines, as well as the Public Utilities Commission and the Office of Pipeline Safety of the Department of Transportation, to determine the real potential for explosion or rupture in case of accident or earthquake.

SAF-4.4: For new development, maximize building setback from existing pipelines or new/established pipeline routes to a preferred width of 150 feet where physically feasible, but in no event less than 50 feet. Whenever development is proposed within 150 feet of petroleum pipelines, site plans must clearly show pipeline locations and all measures proposed to mitigate all potential safety hazards.

FIRE PROTECTION

SAF-5: Protect life and property in Cypress from urban fires. Maintain the Orange County Fire Authority's high level of service to community businesses and residents.

SAF-5.1: Maintain a response time of eight minutes for the first responder engine and provide paramedic service within five minutes.

SAF-5.2: Evaluate the effects of new development on the Orange County Fire Authority's response time. Ensure through the development review process that new development will not result in reduced emergency service levels.

SAF-5.3: Maintain and periodically review procedures for dealing with fire emergencies in the City's Disaster Plan.

SAF-5.4: Establish evacuation routes for an urban fire.

SAF-5.5: Maintain mutual aid agreements with surrounding jurisdictions for fire protection.

SAF-5.6: Provide adequate fire equipment access to structures within the community.

SAF-5.7: Maintain an ongoing fire inspection program to reduce fire hazards associated with older buildings, critical facilities, public assembly facilities, and industrial and commercial buildings.

SAF-5.8: Promote the utilization of fire-safe building materials and enforce the City's fire sprinkler ordinance.

POLICE PROTECTION

SAF-6: Maintain the police department's high quality of service to the City.

SAF-6.1: Assess the impacts of incremental increases in development density and the resulting traffic congestion on emergency response time.

Ensure through the development review process that new development will not result in reduced emergency service levels.

SAF-6.2: Maintain a response time of approximately three minutes for emergency calls and six minutes for non-emergency calls.

SAF-6.3: Enhance public awareness and participation in crime prevention. Develop new and expand existing educational programs dealing with personal safety awareness.

SAF-6.4: Continue to support citizen programs that fight crime and promote citizen involvement, such as Citizens Emergency Response Team and DARE.

SAF-7: Use good design as a means to promote human safety.

SAF-7.1 Provide design criteria in the Zoning Ordinance or design guidelines relating to the prevention of crime prevention through appropriate physical design solutions.

SAF-7.2: Use good design to promote safety for residents, employees and visitors to the City.

SAF-7.3: Provide exterior lighting that enhances safety and night use in public spaces, but minimizes impacts on surrounding land uses.

SAF-7.4: Promote the use of defensible space (e.g., site and building lighting, visual observation of open spaces, secured areas) in project design to enhance public safety.

AIRCRAFT OVERFLIGHT

SAF-8: Protect Cypress residents from air operation accidents.

SAF-8.1: Limit development height within the flight approach to the Joint Forces Training Center (JFTC) Los Alamitos to minimize safety hazards to aircraft and protect the airfield.

SAF-8.2: Monitor legislation and regulations established by the Joint Forces Training Center (JFTC) Los Alamitos.

SAF-8.3 Establish an emergency response plan for aircraft incidents.

VI. Noise Element

VI. NOISE ELEMENT

INTRODUCTION TO THE NOISE ELEMENT

The control of noise is an important part of preserving the quality of a community. The development of effective strategies to reduce excessive noise is essential to creating a safe and compatible living and working environment. Since 1971, the Noise Element has been one of the seven mandatory elements of a general plan.

PURPOSE

The Noise Element of a general plan is a comprehensive program for including noise control in the planning process. It is a tool for achieving and maintaining environmental noise levels compatible with land use. The Noise Element identifies noise-sensitive land uses and noise sources, and defines areas of noise impact. This Noise Element establishes goals, policies, and programs to ensure that Cypress residents will be protected from excessive noise. The adopted noise element serves as a guideline for compliance with the state's noise insulation standards.

The Noise Element follows guidelines in the State Government Code Section 65302(f) and Section 46050.1 of the Health and Safety Code. It quantifies the community noise environment by establishing noise exposure contours for both near- and long-term levels of growth and noise-generating activity. The information will become a guideline for the development of goals and policies to achieve noise compatible land uses. This information also identifies baseline noise levels and sources for the identification of local noise ordinance enforcement.

RELATIONSHIP WITH OTHER GENERAL PLAN ELEMENTS

The Noise Element's relationship to other elements of the General Plan depends upon the nature of the other Elements. In the case of the Land Use Element, the relationship arises from the need to locate incompatible uses away from one another when possible. The relationship to the Safety Element works to protect residents, workers, and visitors within the City from being exposed to harmful noise levels. The relationship to the Circulation Element encourages roadways and other transportation systems that efficiently move people and goods, but also transportation systems which do not create serious noise impacts to surrounding land uses. The Housing Element and the Noise Elements work together to assure a housing stock that is well maintained and meets all current noise standards. Finally, the Conservation/Open Space Element and the Noise Element work together to assure that the City is a pleasant place to live and work.

NOISE SCALES

Decibels (dB) are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound pressure levels to a more usable range of numbers in a manner similar to the Richter scale used to measure earthquakes. In terms of human response to noise, a sound 10 dB higher than another is judged to be twice as loud; and 20 dB higher four times as loud; and so forth. Everyday sounds normally range from 30 dBA (very quiet) to 100 dBA (very loud). The A-weighted sound pressure level is the sound pressure level, in decibels, as measured on a sound level meter using the A-weighted filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound, placing greater emphasis on those frequencies within the sensitivity range of the human ear. Examples, of various sound levels in different environments are shown in Table N-1, *Sound Levels and Human Response.*

Many methods have been developed for evaluating community noise to account for, among other things:

- The variation of noise levels over time;
- The influence of periodic individual loud events; and
- The community response to changes in the community noise environment.

Numerous methods have been developed to measure sound over a period of time. These methods include: 1) the Community Noise Equivalent Level (CNEL); 2) the Equivalent Sound Level (Leq); and 3) the Day/Night Average Sound Level (Ldn). These methods are described below.

Community Noise Equivalent Level (CNEL The predominant community noise rating scale used in California for land use compatibility assessment is the Community Noise Equivalent Level (CNEL). The CNEL reading represents the average of 24 hourly readings of equivalent levels, known as Leq's, based on an A-weighted decibel with upward adjustments added to account for increased noise sensitivity in the evening and night periods. These adjustments are +5 dBA for the evening, 7:00 p.m. to 10:00 p.m., and +10 dBA for the night, 10:00 p.m. to 7:00 a.m. CNEL may be indicated by "dBA CNEL" or just "CNEL".

Leq. The Leq is the sound level containing the same total energy over a given sample time period. The Leq can be thought of as the steady sound level which, in a stated period of time, would contain the same acoustic energy as the time-varying sound level during the same period. Leq is typically computed over 1, 8 and 24-hour sample periods.

Day Night Average (Ldn) Another commonly used method is the day/night average level or Ldn. The Ldn is a measure of the 24-hour average noise level at a given location. It was adopted by the U.S. Environmental Protection Agency (EPA) for developing criteria for the evaluation of community noise exposure. It is based on a measure of the average noise level over a given time period called the Leq. The Ldn is calculated by averaging the Leq's for each hour of the day at a given location after penalizing the "sleeping hours" (defined as 10:00 p.m. to 7:00 a.m.), by 10 dBA to account for the increased sensitivity of people to noises that occur at night. The maximum noise level recorded during a noise event is typically expressed as Lmax. The sound level exceeded over a specified time frame can be expressed as L_n (i.e., L_{90}, L_{50}, L_{10}, etc.). L_{50} equals the level exceeded 50 percent of the time, L_{10} ten percent of the time, etc.

Table N-1
SOUND LEVELS AND HUMAN RESPONSE

Noise Source	dB(A) Noise Level	Response
	150	
Carrier Jet Operation	140	Harmfully Loud
	130	Pain Threshold
Jet Takeoff *(200 feet; thence.)* Discotheque	120	
Unmuffled Motorcycle Auto Horn *(3 feet; thence.)* Rock'n Roll Band Riveting Machine	110	Maximum Vocal Effort Physical Discomfort
Loud Power Mower Jet Takeoff *(2000 feet; thence.)* Garbage Truck	100	Very Annoying Hearing Damage (Steady 8-Hour Exposure)
Heavy Truck *(50 feet; thence.)* Pneumatic Drill *(50 feet; thence.)*	90	
Alarm Clock Freight Train *(50 feet; thence.)* Vacuum Cleaner *(10 feet; thence.)*	80	Annoying
Freeway Traffic *(50 feet; thence.)*	70	Telephone Use Difficult
Dishwashers Air Conditioning Unit *(20 feet; thence.)*	60	Intrusive
Light Auto Traffic *(100 feet; thence.)*	50	Quiet
Living Room Bedroom	40	
Library Soft Whisper *(15 feet; thence.)*	30	Very Quiet
Broadcasting Studio	20	
	10	Just Audible
	0	Threshold of Hearing

Source: Melville C. Branch and R. Dale Beland, *Outdoor Noise in the Metropolitan Environment*, 1970, Page 2.

FEDERAL NOISE STANDARDS

The United States Noise Control Act of 1972 (NCA) recognized the role of the Federal government in dealing with major commercial noise sources in order to provide for uniform treatment of such sources. As Congress has the authority to regulate interstate and foreign commerce, regulation of noise generated by such commerce also falls under congressional authority. The Federal government specifically preempts local control of noise emissions from aircraft, railroad and interstate highways.

The U.S. EPA has identified acceptable noise levels for various land uses, in order to protect public welfare, allowing for an adequate margin of safety, in addition to establishing noise emission standards for interstate commerce activities.

STATE NOISE STANDARDS

The Office of Noise Control in the State Department of Health Services has developed criteria and guidelines for local governments to use when setting standards for human exposure to noise and preparing noise elements for General Plans. These guidelines include noise exposure levels for both exterior and interior environments. In addition, Title 25, Section 1092 of the California Code of Regulations sets forth requirements for the insulation of multiple-family residential dwelling units from excessive and potentially harmful noise. The State indicates that locating units in areas where exterior ambient noise levels exceed 65 dBA is undesirable. Whenever such units are to be located in such areas, the developer must incorporate into building design construction features which reduce interior noise levels to 45 dBA CNEL. Tables N-2 and N-3, below, summarize standards adopted by various State and Federal agencies. Table N-2, *Noise and Land Use Compatibility Matrix*, presents criteria used to assess the compatibility of proposed land uses with the noise environment. Table N-3, *Interior and Exterior Noise Standards*, indicates standards and criteria that specify acceptable limits of noise for various land uses throughout Cypress. These standards and criteria will be incorporated into the land use planning process to reduce future noise and land use incompatibilities. These tables are the primary tools which allow the City to ensure integrated planning for compatibility between land uses and outdoor noise.

CITY NOISE STANDARDS

The City of Cypress adopted a comprehensive noise ordinance into its City Code which sets standards for noise levels citywide and provides the means to enforce the reduction of obnoxious or offensive noises (refer to Table N-4, *Noise Ordinance Standards*). Sections 13-64 through 13-78 of the City Code establish noise standards and enforcement procedures.

Noise Ordinance The City Noise Ordinance is designed to protect people from non-transportation noise sources such as music, construction activity, machinery and pumps, and air conditioners. Enforcement of the ordinance ensures that adjacent properties are not exposed to excessive noise from stationary sources. Enforcing the Noise Ordinance includes requiring proposed development projects to show compliance with the ordinance, and requiring construction activity to comply with established schedule limits. The ordinance will be reviewed periodically for adequacy and amended as needed to address community needs and development patterns.

Table N-2
NOISE AND LAND USE COMPATIBILITY MATRIX

Land Use Category	Community Noise Exposure			
	Ldn or CNEL, dB			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential-Low Density	50-60	60-65	65-75	75-85
Residential-Multiple Family	50-60	60-65	65-75	75-85
Transient Lodging-Motel, Hotels	50-65	65-70	70-80	80-85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50-60	60-65	65-80	80-85
Auditoriums, Concert Halls, Amphitheaters	NA	50-65	NA	65-85
Sports Arenas, Outdoor Spectator Sports	NA	50-70	NA	70-85
Playgrounds, Neighborhood Parks	50-70	NA	70-75	75-85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50-70	NA	70-80	80-85
Office Buildings, Business Commercial and Professional	50-67.5	67.5-75	75-85	NA
Industrial, Manufacturing, Utilities, Agriculture	50-70	70-75	75-85	NA

Source: Modified from U.S. Department of Housing and Urban Development Guidelines and State of California Standards.

NOTES:

NORMALLY ACCEPTABLE
Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

CONDITIONALLY ACCEPTABLE
New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

NORMALLY UNACCEPTABLE
New Construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

CLEARLY UNACCEPTABLE
New construction or development should generally not be undertaken.

NA: Not Applicable

Table N-3
INTERIOR AND EXTERIOR NOISE STANDARDS

Land Use Categories		CNEL	
Categories	**Uses**	**Interior[1]**	**Exterior[2]**
Residential	Single family Duplex, Multiple Family	45[3] - 55	50 – 60
	Mobile Home	45	65[4]
Commercial Industrial Institutional	Hotel, Motel, Transient Lodging	45	--
	Commercial Retail, Bank, Restaurant	55	--
	Office Building, Research and Development, Professional Offices, City Office Building	50	--
	Amphitheater, Concert Hall, Auditorium, Meeting Hall	45	--
	Gymnasium (Multipurpose)	50	--
	Sports Club	55	--
	Manufacturing, Warehousing, Wholesale, Utilities	65	--
	Movie Theaters	45	--
Institutional	Hospital, Schools' Classrooms	45	65
	Church, Library	45	--
Open Space	Parks	--	65

NOTES:

1. Indoor environmental including: Bedrooms, living areas, bathrooms, toilets, closets, corridors.

2. Outdoor environment limited to:
   - Private yard of single family
   - Multi-family private patio or balcony which is served by a means of exit from inside the dwelling
   - Balconies 6 feet deep or less are exempt
   - Mobile home park
   - Park's picnic area
   - School's playground

3. Noise level requirement with closed windows. Mechanical ventilating system or other means of natural ventilation shall be provided as of Chapter 12, Section 1205 of UBC.

4. Exterior noise levels should be such that interior noise levels will not exceed 45 CNEL.

Table N-4
NOISE ORDINANCE STANDARDS

Noise Zone	Exterior Standard	Interior Standard
1	55dB(A) 7am-10pm 50dB(A) 10pm-7am	55dB(A) 7am-10pm 45dB(A) 10pm-7am
2	60dB(A) 7am-10pm 55dB(A) 10am-7pm	55dB(A) 7am-10pm 45dB(A) 10am-7pm
Noise Zone 1: RS-15000 and RS-6000 zoned residential. Noise Zone 2: All other residential properties.		

SUMMARY OF EXISTING CONDITIONS

The sources of noise in Cypress fall into four basic categories. These are:

- Major and minor arterial roadways;
- Aircraft overflights (from the Joint Forces Training Center (JFTC) Los Alamitos);
- Stationary sources (including industrial and commercial centers); and
- Trains (from the Southern Pacific rail line).

Major and Minor Arterial Roadways Traffic noise on surface streets is a significant source of noise within the community. The major roadways in the City include: Crescent Avenue, Lincoln Avenue, Orange Avenue, Ball Road, Cerritos Avenue, Katella Avenue, Orangewood Avenue, Bloomfield Street, Denni Street, Moody Street, Walker Street, Valley View, Holder Street, and Knott Street.

Noise levels along roadways are determined by a number of traffic characteristics. Most important is the average daily traffic (ADT). Additional factors include the percentage of trucks, vehicle speed, the time distribution of this traffic, and gradient of the roadway. In general, most of the land uses along the major roadways are commercial, open space, and light industrial. However, single and multi-family areas, as well as public facilities, are situated along many of the major roadways indicated above.

Aircraft Operations The Joint Forces Training Center (JFTC) Los Alamitos is situated along the southern boundary of the City and is the only airport within the vicinity of Cypress. The Center is primarily a helicopter training base. Approximately 91 percent of total operations are by helicopters with the remainder being light twin-engine fixed-wing aircraft and occasional operations by transient military and civil support aircraft.

Land uses within the Airport Environs Land Use Plan (AELUP) include residential, vacant, agricultural, and business park uses. Exhibit N-2 shows the existing noise contours which form the boundary of AELUP.

Stationary Sources Commercial and industrial land uses located near residential areas currently generate occasional noise impacts. The primary noise sources associated with these facilities is caused by delivery trucks, air compressors, generators, outdoor loudspeakers, and gas venting. Other significant stationary noise sources in the City include noise from construction activity, street sweepers, and gas powered leaf blowers.

Train Operations The City is traversed by one Southern Pacific Rail Road (SPRR) freight train line. Train traffic on this rail line which run along the northeastern edge of the City is considered to contribute to a relatively minor source of noise within the community due to the low frequency of operation (approximately two trains per day unless freight activity requires an increase in frequency in which 3 trips per day occurs).

The railroad lines traverse both commercial and residential property. Any residential developments and other sensitive uses located along the two railroad lines will require sound insulation to mitigate noise to an acceptable level.

NOISE SENSITIVE RECEPTORS

Housing is the most predominant and noise-sensitive land use in Cypress. This land use is considered especially noise-sensitive because (1) considerable time is spent by individuals at home, (2) significant activities occur outdoors, and (3) sleep disturbance is most likely to occur in a residential area. Mixed use developments which include residential uses along major arterials are particularly sensitive uses since they are located in areas where higher noise levels are generated.

Additionally, the City of Cypress has a number of educational facilities, churches, a library, senior housing, and park and recreation facilities that are considered noise-sensitive. The location of noise sensitive receptors are shown on Exhibit N-1, *Noise Sensitive Receptors*. Noise levels measured at schools, day care centers, churches (with day care centers), the library and community centers are reported in Table N-4, *Field Noise Measurements*.

COMMUNITY NOISE CONTOURS

The noise environment for Cypress can be described using noise contours developed for the major noise sources within the City. These contours represent lines of equal noise exposure, just as the contour lines on a topographic map are lines of equal elevation. The contours shown are the 60 and 65 dB(A) CNEL (Community Noise Equivalency Level) contours. As previously stated, CNEL is a 24-hour time-weighted average noise level where noise which occurs during sensitive time periods is weighted more heavily.

Noise contours for Cypress were developed based on existing and future traffic levels, and other sources of noise in the community. Cypress noise contours are presented in Exhibits N-2 and N-3. Exhibit N-2 shows the noise environment as estimated in 1999 for existing land uses and traffic on major streets in the City. Exhibit N-3 shows the future noise environment as it would exist at full implementation of the General Plan.

The inclusion of an area within a 60 or 65 CNEL contour on Exhibit N-2, *Existing Noise Contours (1999)*, or N-3, *Future Noise Contours (2020)*, indicates that noise levels are high enough to be of potential concern, but does not imply that excessive noise levels are present uniformly on all sites within the area. Buildings, walls, berms, and changes in topography affect noise levels. Some locations may be screened from noise impact by the presence of one or more of these features.

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October 5, 2001

CITY OF CYPRESS GENERAL PLAN

Noise Sensitive Receptors

Exhibit N-1

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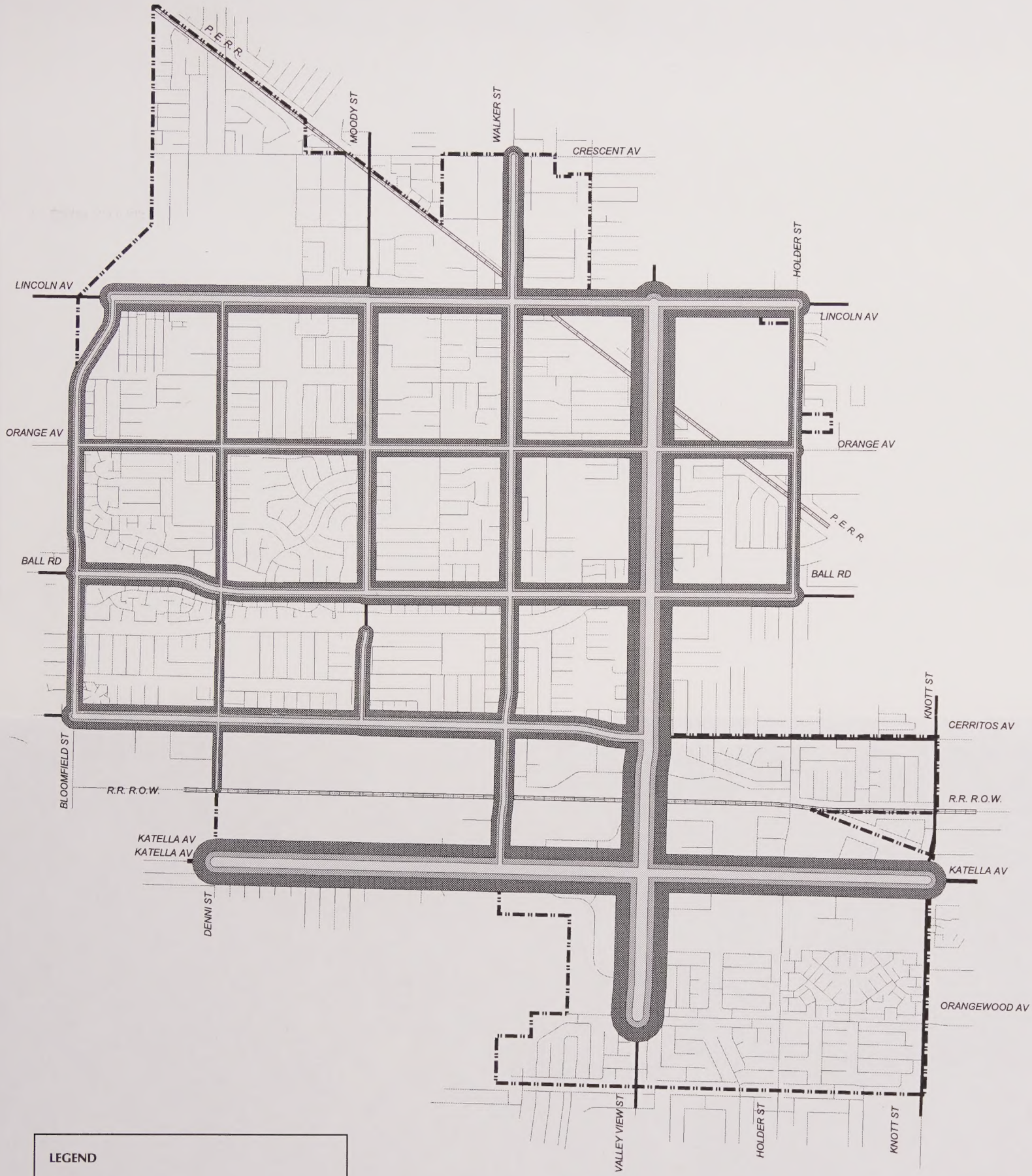

LEGEND

Noise CNEL:

- 60 CNEL
- 65 CNEL
- 70 CNEL
- City Limits

Source: Cypress Recreation and Parks District

N

1000 0 1000 2000 Feet

CITY OF CYPRESS GENERAL PLAN

Existing Noise Contours (1999)

Exhibit N-2

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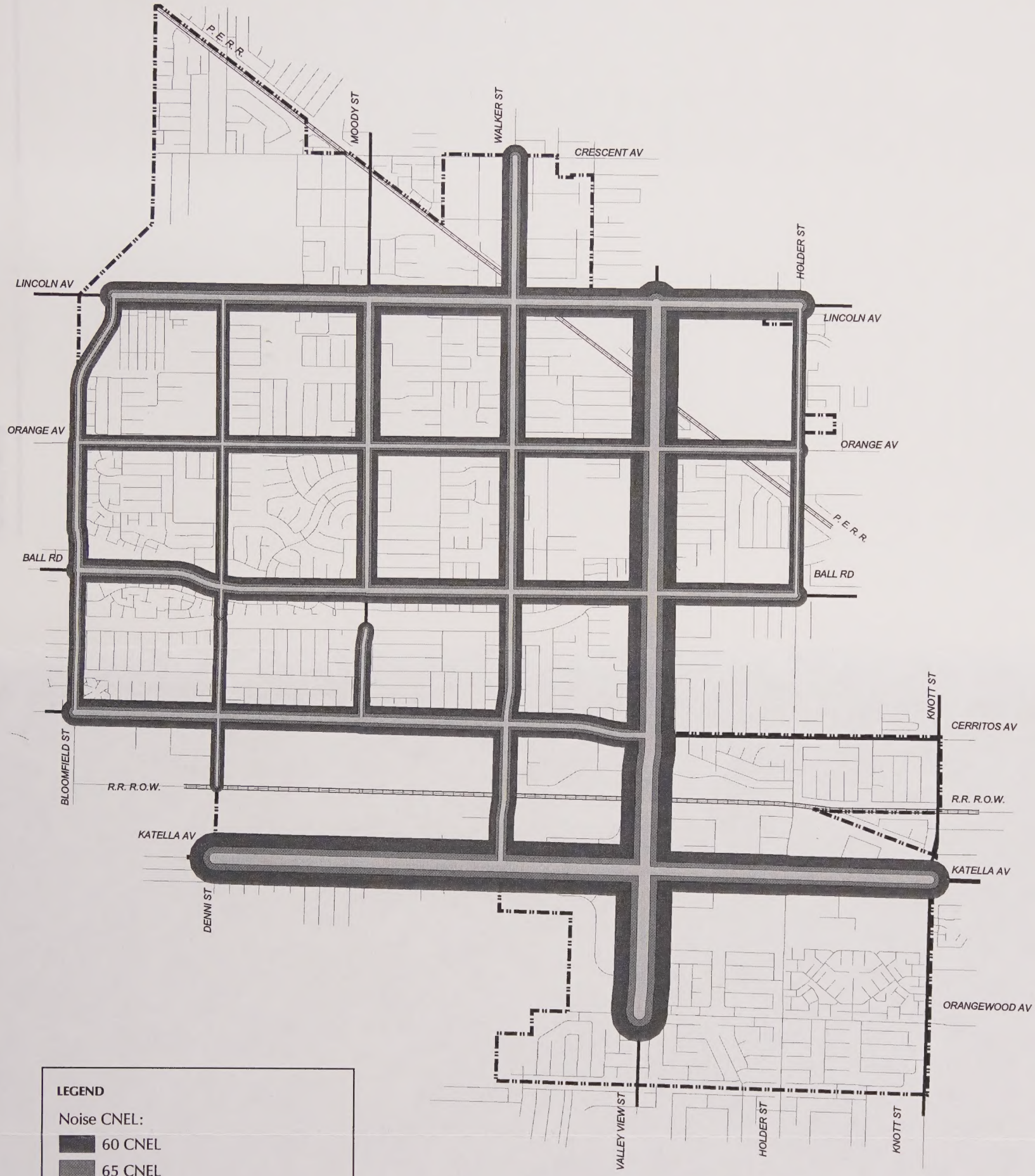

LEGEND

Noise CNEL:

- 60 CNEL
- 65 CNEL
- 70 CNEL
- City Limits

Source: Cypress Recreation and Parks District

N

1000 0 1000 2000 Feet

CITY OF CYPRESS GENERAL PLAN

General Plan Buildout Noise Contours (2020)

Exhibit N-3

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Table N-5
FIELD NOISE MEASUREMENTS

Site #	Sensitive Receptor	Leq dBA	Lmax dBA	L10 dBA	L50 dBA	L90 dBA
1	Cypress Montessori School	50.6	68.8	49.8	40.0	37.7
2	King Elementary School	51.2	63.4	55.0	48.0	40.9
3	ABC Development Pre-School (8710 Moody Street.)	51.3	60.4	54.4	49.7	43.0
4	Calvary Chapel Christian School	50.2	61.9	53.5	47.5	41.0
5	Cypress Head Start	47.3	54.3	47.7	47.2	46.8
6	Cypress College	52.0	69.5	54.8	45.8	41.8
7	Cypress High School	49.2	57.8	53.7	45.5	41.7
8	ABC Development Pre-School (9952 Graham Street)	51.8	61.8	55.4	48.9	41.7
9	Morris Elementary School	43.8	61.3	43.2	35.4	32.8
10	Swain Elementary School	36.6	45.9	39.7	34.2	32.5
11	Children's World Learning Center	37.5	53.9	40.2	32.9	31.2
12	Cypress Learning Tree	50.2	59.7	51.5	46.7	42.2
13	Cypress Senior Center	49.7	66.6	52.7	43.4	36.9
14	St. Irenaeus Catholic School	46.1	60.5	50.4	40.0	34.7
15	Oxford Academy	48.7	61.9	51.3	45.5	40.0
16	Cypress Library	47.7	57.3	51.2	46.3	37.8
17	Cypress Community Center	41.3	47.6	44.0	40.5	37.4
18	Lexington Junior High School	45.5.	53.7	49.0	43.8	37.2
19	Arnold Elementary School	46.7	60.4	50.4	43.5	38.2
20	ABC Development Pre-School (9281 Denni Street)	38.3	53.4	38.7	36.8	35.2
21	Landell Elementary	43.8	52.7	47.8	40.8	35.0
22	A Child's Adventure (9739 Denni Street)	43.3	56.1	46.4	41.3	36.5
23	Cawthon Elementary School	42.4	58.5	45.7	35.3	33.3
24	A Child's Adventure (4545 Myra Avenue)	45.2	59.6	49.8	37.9	33.3
25	Damron Elementary School	45.1	63.7	48.0	38.3	35.3
26	A Child's Adventure (5400 Myra Avenue)	37.8	48.0	40.4	36.5	33.7
27	Vessels Elementary School	42.8	56.6	46.5	38.2	36.2
28	Carousel Pre-School and Day Care	42.0	54.3	43.5	41.8	39.3
29	Cypress Park Community Church and Day Care	47.2	60.5	49.4	44.7	40.4
30	Grace Christian School	49.3	59.2	53.0	47.3	40.4
31	Cypress Early Learning Center	55.4	69.3	58.7	53.0	47.3

Source: Noise monitoring survey conducted by Robert Bein, William Frost & Associates on August 26, and August 27, 1999.

1. Noise measurements based on 15 minute recording period.
2. Measurements recorded adjacent to abutting roadway.

Exhibit N-3 shows projected 60 dB contours ranging between approximately 110 feet and 520 feet from the roadway centerlines. The 65 dB contour ranges between 51 feet and 240 feet along roadways modeled. This impacts existing residential neighborhoods. However, Lincoln Avenue's 60 dB noise contour impacts land uses within approximately 280 feet and Valley View Street and Katella Avenue between 360 feet and 520 feet, respectively. Future residential units constructed along Lincoln Avenue will therefore require noise mitigation. Exhibit N-3 also shows the noise contours for the Los Alamitos Army Airfield which extend over the Cypress Business Park and a residential neighborhood on the City's eastern border.

60 CNEL The 60 CNEL contour defines the Noise Study Zone. The noise environment for any proposed noise-sensitive land use (for example, single- or multi-family residences, hospitals, schools, or churches) within this zone should be evaluated on a project specific basis. The project may require mitigation to meet City and/or State (Title 24) standards. A site- and project-specific study will be necessary to determine what kinds of mitigation will make the interior building environment acceptable for the given type of land use. Some sites may already be sufficiently protected by existing walls or berms that no further mitigation measures are required.

65 CNEL The 65 CNEL contour defines the Noise Mitigation Zone. Within this contour, new or expanded noise-sensitive developments should be permitted only if appropriate mitigation measures, such as barriers or additional sound insulation, are included and City and/or State noise standards are achieved. In some instances it may be possible to show that existing walls, berms, or screening may exist such that required mitigation is already in place.

KEY NOISE ISSUES

Several factors contribute to create noise issues within the City. These issues are summarized below.

TRANSPORTATION NOISE CONTROL

The City of Cypress contains several transportation-related noise sources, including Joint Forces Training Center, major arterials, and collector roadways. These sources are the major contributors of noise in Cypress. Cost-effective strategies to reduce their influence on the community noise environment are an essential part of the Noise Element.

NOISE AND LAND USE PLANNING INTEGRATION

Information relative to the existing and future noise environment within Cypress should be integrated into future land use planning decisions. The Element presents the noise environment in order that the City may include noise impact considerations in development programs. Noise and land use compatibility guidelines are presented, as well as noise standards for new developments.

COMMUNITY NOISE CONTROL FOR NON-TRANSPORTATION NOISE SOURCES

Residential land uses and areas identified as noise-sensitive must be protected from excessive noise from non-transportation sources including commercial and industrial centers. These impacts are best controlled through effective land use planning and the application of the City Noise Ordinance.

DESCRIPTION OF THE NOISE PLAN

NOISE CONTROL

Transportation noise is the most serious noise problem in Cypress. However, local government has little direct control of transportation noise at the source. State and federal agencies have the responsibility to control vehicle noise emission levels. The most effective method the City has to mitigate transportation noise is by reducing noise impact on the community. Mitigation through site planning and the design and construction of a noise barrier (generally a wall or berm) are the most common ways of alleviating traffic noise impacts in existing urban environments.

TRANSPORTATION NOISE CONTROL

The most efficient and effective means of controlling noise from transportation systems is to reduce noise at the source. However, since the City has little direct control over source noise levels because of State and federal preemption (for example, State motor vehicle noise standards and federal air regulations), policies should be focused on reducing the impact of the noise on the community.

The following methods can be utilized to assist in the reduction of transportation related noise levels:

- Ensure the employment of noise mitigation measures in the design of roadway improvement projects consistent with funding capability. Support efforts by the California Department of Transportation and other agencies to provide for acoustical protection of existing noise-sensitive land uses affected by these projects.

- Require the use of walls and landscape berms in the design of residential and other noise-sensitive land uses that are adjacent to major roads, railroads, Joint Forces Training Center (JFTC) Los Alamitos, commercial uses, or industrial areas.

- Provide for continued evaluation of truck movements and routes in the City to provide effective separation from residential and other noise-sensitive land uses.

- Enforce the State motor vehicle noise standards for cars, trucks, and motorcycles.

NOISE AND LAND USE PLANNING INTEGRATION

Information relative to the existing and future noise environments within Cypress should be integrated into future land use planning decisions. The Element presents the existing and future noise environments so that the City will include noise impact considerations in development programs. Noise and land use compatibility guidelines are presented, as well as noise standards for new developments. Community noise considerations are to be incorporated into land use planning to the maximum extent feasible.

The following methods are intended to prevent future noise and land use incompatibilities:

- Enforce standards that specify acceptable noise limits for various land uses throughout the City. Table N-1 shows criteria used to assess the compatibility of proposed land uses with the noise environment. These criteria are the basis of specific noise standards.

These standards, presented in Table N-2, define City policy related to land uses and acceptable noise levels.

- Incorporate noise-reduction features during site planning to mitigate anticipated noise impacts on affected noise-sensitive land uses. The noise referral zones identified by 60 and 65 decibel CNELs in Exhibits N-2 and N-3 can be used to identify locations of potential conflict. New developments will be permitted only if appropriate mitigation measures are included such that the standards contained in this Element are met in accord with Table N-3.

- Enforce the provisions of the current State of California Uniform Building Code, which specifies that the indoor noise levels for multi-family residential living spaces not exceed 45 dB CNEL due to the combined effect of all noise sources. The State requires special construction features to be incorporated within project design to attain this interior noise standard when the outdoor noise levels exceed 65 dB CNEL.

  The Noise Referral Zones (the 65 dB CNEL contour) can be used to determine when this standard needs to be addressed. The Uniform Building Code requires that "interior" CNEL/L_{dn} with windows closed, attributable to exterior sources shall not exceed an annual CNEL or L_{dn} of 45 dB in any habitable room. The code requires that this standard be applied to all new hotels, motels, apartment houses, and dwellings other than detached single-family dwellings. The City will also apply this standard to single-family dwellings.

- Coordinate all land use planning and design efforts in the environs of Joint Forces Training Center (JFTC) Los Alamitos to be consistent with noise levels for the airport. Noise sensitive land uses should be prohibited inside the 65 CNEL contour projected for the airport and all noise sensitive land uses inside the 60 CNEL contour should be designed to mitigate airport noise.

NON-TRANSPORTATION NOISE CONTROL

People must be protected from excessive noise from non-transportation sources, including commercial and industrial centers. These impacts are most effectively controlled through the application of the City's Noise Ordinance. Refer to *City Noise Standards* discussion, above, for basic standards of the City's noise ordinance.

- Enforce the comprehensive City Noise Ordinance. The ordinance will protect people from non-transportation related noise sources such as music, machinery, pumps, and air conditioners.

- Require that any proposed development and building projects demonstrate compliance with the City Noise Element and Ordinance prior to project approval. Notify applicants for building permits that include mechanical equipment that this requirement exists.

- Require construction activity to comply with limits established in the City Noise Ordinance. Ensure adequate noise control measures at all construction sites through provision of mufflers and the physical separation of machinery maintenance areas from adjacent residential uses.

- Continue the noise enforcement efforts of the City.

- Limit delivery hours for commercial and industrial uses with loading areas or docks fronting, siding, bordering, or gaining access on driveways adjacent to noise-sensitive areas. Exemption from this restriction shall be based solely on attaining full compliance with the nighttime noise limits of the noise ordinance.

STANDARD NOISE ATTENUATION TECHNIQUES

Noise reduction can be accomplished by placement of walls, landscaped berms, or a combination of the two, between the noise source and the receiver. Generally, effective noise shielding requires a solid barrier with a mass of at least four pounds per square foot of surface area which is large enough to block the line of sight between source and receiver. Variations may be appropriate in individual cases based on distance, nature and orientation of buildings behind the barrier, and a number of other factors. Garages or other buildings may be used to shield dwelling units and outdoor living areas from traffic noise.

In addition to site design techniques, noise insulation can be accomplished through proper design of buildings. Nearby noise generators should be recognized in determining the location of doors, windows and vent openings. Sound-rated windows (extra thick or multi-paned) and wall insulation are also effective. None of these measures, however, can realize their full potential unless care is taken in actual construction: doors and windows fitted properly; openings sealed; joints caulked; plumbing adequately insulated from structural members. And, of course, sound-rated doors and windows will have little effect if left open. This may require installation of air conditioning for adequate ventilation. The chain of design, construction and operation is only as effective as its weakest link.

Noise impacts can be reduced by insulating noise sensitive uses, such as residences, schools, libraries, hospitals, nursing and carehomes and some types of commercial activities. But perhaps a more efficient approach involves limiting the level of noise generation at the source. State and Federal statutes have largely preempted local control over vehicular noise emissions but commercial and industrial operations and certain residential activities provide opportunities for local government to assist in noise abatement. Local ordinances may establish maximum levels for noise generated on-site. This usually takes the form of limiting the level of noise permitted to leave the property where it may impact other uses.

Although vehicular noise emissions standards are established at the State and Federal levels, local agencies can play a significant part in reducing traffic noise by controlling traffic volume and congestion. Traffic noise is greatest at intersections due to acceleration, deceleration and gear shifting. Measures such as signal synchronization can help to minimize this problem. Likewise, reduction of congestion aids in reduction of noise. This can be accomplished through the application of traffic engineering techniques such as channelization of turning movements, parking restrictions, separation of modes (bus, auto, bicycle, pedestrian) and restrictions on truck traffic.

GOALS AND POLICIES

TRANSPORTATION NOISE CONTROL

N-1: Reduce noise impacts from transportation noise sources.

N-1.1: Require construction of barriers to shield noise-sensitive uses from excessive noise.

N-1.2: Ensure the inclusion of noise mitigation measures in the design of new roadway projects in Cypress.

N-1.3: Reduce transportation noise through proper design and coordination of new or remodeled transportation and circulation facilities.

N-1.4: Enforce City, State, and federal noise standards, especially those for automobile mufflers and modified exhaust systems.

N-1.5: Ensure that the Zoning Ordinance, Circulation Element, and Land Use Element fully integrate the policies adopted as part of the Noise Element.

N-1.6: Monitor noise from buses and other heavy vehicles in residential areas. If necessary, consider alternate circulation routes for those types of vehicles.

N-1.7: Discourage through-traffic in residential neighborhoods by use of one-way streets.

N-1.8: Require that new equipment purchased by the City of Cypress comply with noise performance standards.

NOISE AND LAND USE PLANNING INTEGRATION

NOISE AND LAND USE PLANNING INTEGRATION

N-2: Incorporate noise considerations into land use planning decisions.

N-2.1: Establish targeted limits of noise for various land uses throughout the community, in accordance with Table N-2.

N-2.2: Ensure acceptable noise levels near schools, hospitals, convalescent homes, churches, and other noise-sensitive areas, in accordance with Table N-1.

N-2.3: Establish standards for all types of noise not already governed by local ordinances or preempted by State or federal law.

N-2.4: Require noise-reduction techniques in site planning, architectural design, and construction where noise reduction is necessary.

N-2.5: Discourage and, if necessary, prohibit the exposure of noise-sensitive land uses to noisy environments.

N-3: Minimize noise spillover from commercial uses into nearby residential neighborhoods.

N-3.1: Enforce the 65 dB(A) State standard for exterior noise levels for all commercial uses.

N-3.2: Require that a minimum of 15 feet be landscaped as a buffer between a commercial or mixed use structure and an adjoining residential parcel.

N-3.3: Require that automobile and truck access to commercial properties located adjacent to residential parcels be located at the maximum practical distance from the residential parcel.

N-3.4: Truck deliveries within the City to commercial and industrial properties abutting residential uses shall fully comply with the City's Noise Ordinance.

N-4: Minimize the noise impacts associated with the development of residential units above ground floor commercial uses in mixed use developments.

N-4.1: Require that commercial uses developed as part of a mixed use project (with residential uses) not be noise-intensive.

N-4.2: Require that mixed use structures be designed to prevent transfer of noise and vibration from the commercial to the residential use.

N-4.3: Orient mixed use residential units away from major noise sources.

N-4.4: Locate balconies and openable windows of residential units in mixed use projects away from the primary street and other major noise sources.

NON-TRANSPORTATION NOISE CONTROL

N-5.0: Develop measures to control non-transportation noise impacts.

N-5.1: Review the City's existing noise ordinance and revise as necessary to better regulate noise-generating uses.

N-5.2: Continue to enforce the Noise Ordinance and make the public more aware of its utility.

N-5.3: Where possible, resolve existing and potential conflicts between various noise sources and other human activities.

N-5.4: Reduce noise generated by building activities by requiring sound attenuation devices on construction equipment.

N-5.5: Establish and maintain coordination among the agencies involved in noise abatement.

VII. Air Quality Element

VII. AIR QUALITY ELEMENT

INTRODUCTION TO THE AIR QUALITY ELEMENT

PURPOSE

The Air Quality Element is intended to protect the public's health and welfare by implementing measures that allow the South Coast Air Basin to attain federal and state air quality standards. To achieve this goal, the Element sets forth a number of programs to reduce current pollution emissions and to require new development to include measures to comply with air quality standards. In addition, this Element contains provisions to address new air quality requirements.

The Air Quality Element follows guidelines in the State Government Code Sections 65302(d) and 65303. It identifies and establishes the City's policies governing the achievement and maintenance of acceptable air quality within the City.

RELATIONSHIP WITH OTHER GENERAL PLAN ELEMENTS

The eight elements which comprise the Cypress General Plan are required by law to be internally consistent. Together, these elements provide the framework for development of those facilities, services, and land uses necessary to address the needs and desires of the City's residents. To ensure that these needs are clearly addressed throughout the General Plan, the elements must be interrelated and interdependent. The relationship between the Air Quality Element and the Land Use, Housing, Circulation, Public Safety, Noise, Growth Management and Conservation/Open Space/Recreation Elements is described below.

The Land Use Element includes goals, policies, and programs to minimize the amount of trips generated in Cypress. By creating regulations which promote a jobs/housing balance and efficient land use patterns, the City of Cypress intends to reduce the number of trips, especially the "home-to-work" trip, in the community. Ultimately, these land use measures are anticipated to reduce the amount of pollution generated from automobiles.

The location of housing in a community affects many things, including the transportation system. Housing positioned adjacent to employment opportunities, commercial centers, and other resources reduces the number of vehicle trips taken, which affects the region's air quality. The Housing Element explores these issues and additional topics including housing opportunities and needs within a community.

The Circulation Element strives to create an efficient transportation network for automobiles, public transit, bicycles, and pedestrians. Developing an efficient system depends on encouraging alternative transportation modes, which the Air Quality Element also attempts to accomplish through its programs.

The Noise and Public Safety Elements, like the Air Quality Element, are concerned with the health and welfare of Cypress residents. Each element contains measures to minimize any hazard (i.e., unsafe noise levels, natural or manmade hazards, or unhealthful air quality conditions) that may harm the community.

The Growth Management Element encourages development to occur at a more gradual rate, giving a community the opportunity to provide adequate resources for its new residents. These provisions include transit networks and public facilities which, where properly planned for, can reduce unnecessary vehicle trips and related air pollutants.

The Conservation/Open Space/Recreation (COSR) and Air Quality Elements are both concerned with conserving Cypress' natural resources. The COSR Element examines all resources, including water, biological, energy, land, and historic/cultural. The Air Quality Element focuses on maintaining air quality at healthful levels.

SUMMARY OF EXISTING CONDITIONS

Air quality conditions in Cypress are influenced by many factors, including the topography, climate, and the number and type of pollution producers. This section examines these issues and historical pollution levels in the community, as compared to state and federal air quality standards.

CLIMATE

Cypress is located within the South Coast Air Basin. This Basin is a 6,600 square mile area that includes all of Orange County and the non-desert portions of Los Angeles, Riverside and San Bernardino counties. The South Coast Air Basin is topographically bounded by the Pacific Ocean to the west with the San Gabriel, San Bernardino and San Jacinto mountains to the north and east.

The Pacific Ocean plays an important role in affecting local temperatures. As a result of the fairly narrow spread between the warmest and coldest monthly mean sea surface temperature in southern California coastal waters, the climate in Cypress is modified by the relatively warm ocean in winter and the cooling sea breezes in summer. These breezes also serve to disperse pollutants through the air basin.

Cypress generally experiences mild summers and short, mild winters with an average July maximum temperature of 79 degrees Fahrenheit and an average January maximum daily temperature of 64 degrees Fahrenheit. The record high and low temperatures have been 108 and 28 degrees Fahrenheit, respectively.

Rainfall data for Cypress has averaged 12 to 13 inches annually with a minimum annual average of 4.4 inches and a maximum annual average of 22.6 inches.

The topography and climate of southern California combine to make the Basin an area of air pollution potential. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cool marine layer and prevents

pollutants from dispersing upward and allows pollutants to accumulate within the lower layer. This situation is called a temporary inversion. In addition, light winds during the summer further limit ventilation.

Because of the low average wind speeds in the summer and a persistent daytime temperature inversion, emissions of hydrocarbons and oxides of nitrogen have an opportunity to combine with sunlight in a complex series of reactions producing photochemical oxidant (smog). The smog potential is increased in the basin because the South Coast region experiences more days of sunlight than any other major urban area except Phoenix, Arizona.

AMBIENT AIR QUALITY STANDARDS

Ambient air quality is described in terms of compliance with Federal and State standards. Ambient air quality standards are the levels of air pollutant concentration considered safe to protect the public health and welfare. They are designed to protect people most sensitive to respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. National Ambient Air Quality Standards (NAAQS) were established by the United States Environmental Protection Agency (EPA) in 1971 for six air pollutants. States have the option of adding other pollutants, to require more stringent compliance, or to include different exposure periods.

The California Air Resource Board (CARB) is required to designate areas of the State as attainment, non-attainment, or unclassified for any State standard. An "attainment" designation for an area signifies that pollutant concentrations did not violate the standard for that pollutant in that area. A "non-attainment" designation indicates that a pollutant concentration violated the standard at least once, excluding those occasions when a violation was caused by an exceptional event, as defined in the criteria. An "unclassified" designation signifies that data do not support either an attainment or non-attainment status.

State and Federal ambient air quality standards have been established for the following pollutants: ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), fine particulate matter (PM_{10}) and lead. For some of these pollutants, notably O_3 and PM_{10}, the State standards are more stringent than the Federal standards. The State has also established ambient air quality standards for sulfates, hydrogen sulfide, vinyl chloride and visibility reducing particles. The above-mentioned pollutants are generally known as "criteria pollutants."

In 1997, the U.S. EPA announced new ambient air quality standards for O_3 and PM_{10}. The new standards were intended to provide greater protection of public health. The EPA proposed to phase out the 1- hour O_3 standard and replace it with an 8-hour standard. There are two new Federal $PM_{2.5}$ (particulates less than 2.5 microns in diameter) standards: a 24-hour limit set at 65 micrograms per cubic meter (mg/m^3) of ambient air and an annual average limit set at 15 mg/m^3. The current PM_{10} standards will be retained. Areas will be considered in attainment for the annual $PM_{2.5}$ standard when the three-year average of the annual arithmetic mean is equal to or less than 15 mg/m^3. For the new 24-hour standard, attainment will be based on the 98^{th} percentile of $PM_{2.5}$ concentrations for each year, averaged over three years, to help compensate for any high concentrations that may be due to unusual meteorological conditions. Following announcement of the new national standards, the SCAQMD began collecting monitoring data to determine the region's attainment status with respect to the new standards. Industry groups have challenged the new standards in court.[1]

[1] *Assessing the Air Quality Impacts of Projects and Plans, Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines*, prepared by BAAQMD, December 1999.

The South Coast Air Basin has the worst air quality problem in the State. Despite implementing many strict controls, the SCAQMD portions of the basin still fails to meet the Federal air quality for three of the six criteria pollutants: ozone (O_3), carbon monoxide (CO) and fine particulate matter (PM_{10}). Because Federal pollution standards have not been achieved, the basin is considered a non-attainment area for Federal standards for these pollutants. For State standards, the Orange County portion of the basin is designated as non-attainment for O_3 and PM_{10}.[2]

LOCAL AMBIENT AIR QUALITY

The South Coast Air Quality Management District (SCAQMD) operates several air quality monitoring stations within the Air Basin. The City of Cypress is located within Source Receptor Area (SRA) 17. The communities within an SRA are expected to have similar climatology and subsequently, similar ambient air pollutant concentrations. The nearest air monitoring stations to the City within SRA 17 is located in the City of Anaheim. Air Quality Data from 1994 to 1998 for the Anaheim Monitoring Station is provided in Table AQ-1.

REGULATORY FRAMEWORK

FEDERAL CLEAN AIR ACT

The 1970 Clean Air Act (CAA) authorized the establishment of the National Ambient Air Quality Standards (NAAQS), and set deadlines for their attainment. The Federal Clean Air Act Amendments of 1990 made major changes in deadlines for attaining NAAQS and in the actions required of areas of the nation that exceeded these standards.

CALIFORNIA CLEAN AIR ACT

The 1988 California Clean Air Act (CCAA) requires that all air districts in the State endeavor to achieve and maintain CAAQS for ozone (O_3), carbon monoxide (CO), sulfur oxides (SO_2), and nitrogen oxides (NO_2) by the earliest practical date. The CCAA specifies that districts focus particular attention on reducing the emissions from transportation and area-wide emission sources. The Act also gives districts new authority to regulate indirect sources. Each district plan is to achieve a five percent annual reduction (averaged over consecutive three-year periods) in district-wide emissions of each non-attainment pollutant or its precursors. Any additional development within the region would impede the "no net" increase prohibition, in that further emissions reductions must be affected from all other airshed sources to fit any project development mobile source emissions increase.

A strict interpretation of the "no net" increase prohibition suggest that any general development within the region, no matter how large or small, would have a significant, project-specific air quality impact unless the development-related emissions are offset by concurrent emissions reduction elsewhere within the airshed. Any planning effort for air quality attainment would thus need to consider both State and Federal planning requirements.

[2] *Proposed Amendment to the Area Designations for State Ambient Air Quality Standards and Proposed Maps of the Area Designations for the State and National Air Quality Standards*, prepared by the California Environmental Protection Agency, Air Resource Board, October 1, 1999.

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

The South Coast Air Quality Management District (SCAQMD) has prepared multiple Air Quality Management Plans (AQMPs) to accomplish the five percent annual reduction goal. The most recent AQMP was published in 1997. To accomplish its task, the AQMP relies on a multi-level partnership of governmental agencies at the Federal, State, regional and local level. These agencies, which include EPA, CARB, local governments, Southern California Association of Governments (SCAG) and the SCAQMD, are the cornerstones that implement the AQMP programs.

Table AQ-1
LOCAL AIR QUALITY LEVELS
(As measured at the Anaheim Station)

Pollutant	California Standard	Federal Primary Standard	Year	Maximum1 Concentration	Days (Samples) State/Federal Std. Exceeded
Carbon Monoxide	9.1 ppm for 8 hour	9.5 ppm for 8 hour	1994 1995 1996 1997 1998	7.9 8.0 7.5 5.8 5.3	0/0 0/0 0/0 0/0 0/0
Ozone	0.09 ppm for 1 hour	0.12 ppm for 1 hour	1994 1995 1996 1997 1998	.21 .13 .13 .10 .14	24/5 19/2 9/1 1/0 10/2
Nitrogen Dioxides	0.25 ppm for 1 hour	0.053 ppm annual average	1994 1995 1996 1997 1998	.19 .18 .15 .13 .13	0/0 0/0 0/0 0/0 0/0
Sulfur Dioxides	0.25 ppm for 1 hour	0.14 ppm for 24 hours or 80 ug/m^3 (0.03 ppm) annual average	1994 1995 1996 1997 1998	-- -- -- -- --	-- -- -- -- --
Fine Particulate Matter	50 ug/m for 24 hours	150 ug/m for 24 hours	1994 1995 1996 1997 1998	106 172 101 91 81	11/0 14/1 6/0 11/0 12/0

Sources: Data obtained from the South Coast Air Quality Management District, 1994 to 1998.

ppm = parts per million
ug/m^3= micrograms per cubic meter
N/M = not measured

NOTES:
1. Maximum concentration is measured over the same period as the California Standard.

1997 AQMP. A 1997 AQMP was prepared and adopted by the SCAQMD on November 15, 1996. The 1997 AQMP was adopted by CARB on January 23, 1997. The 1997 Plan contains two tiers of control measures: short- and intermediate-term, and long-term. Short- and intermediate-term measures are scheduled to be adopted between 1997 and the year 2005. These measures rely on known technologies and other actions to be taken by several agencies that currently have the statutory authority to implement the measures. They are designed to satisfy the Federal CAA requirement of Reasonably Available Control Technology (RACT) and the CCAA requirement of Best Available Retrofit Control Technology (BARCT). There are 37 stationary source and 24 mobile source control measures in this group.

To ultimately achieve ambient air quality standards, further development and refinement of known low- and zero-emission control technologies, in addition to technological breakthroughs, would be necessary. Long-term measures rely on the advancement of technologies and control methods that can reasonably be expected to occur between 1994 and 2010.

The 1997 AQMP continues to include most of the control measures outlined in the previous 1994 Ozone Plan with minor exceptions, but postpones many marginal measures found to be less cost-effective, drops future indirect-source rules that are now deemed infeasible, and focuses the SCAQMD's efforts on about ten major emission-reduction rules. The SCAQMD will focus its efforts on seven major rules to reduce volatile organic compounds (VOCs), a key ingredient in smog; and the Plan includes new market-based measures giving businesses greater flexibility in meeting emission-reduction requirements, such as intercredit trading and additional credits for mobile source emission reductions.

The 1997 AQMP shows that measures outlined in the 1994 Ozone Plan are sufficient to attain the Federal health standards for the two most difficult ingredients in smog, PM_{10} and ground level O_3, by the years 2006 and 2010, respectively. The region already has met the three other Federal health standards for Pb, SO_2 and NO_2.

To help reduce PM_{10} pollution, the 1997 Plan outlines seven control measures for directly emitted particulates which will reduce emissions from agricultural areas, livestock waste, wood-working operations, construction, and restaurants. The measures will also help control dust from paved and unpaved roads, which accounts for two thirds of the directly-emitted particulates.

1997 AQMP Control Strategies The 1997 AQMP's off-road mobile source control measures are based on the EPA's proposed Federal Implementation Plan (FIP) for the SCAB. The FIP's proposed control measures are based on a combination of stringent emission standards, declining caps on emission levels and emission/user fees.

SENSITIVE RECEPTORS

Sensitive populations are more susceptible to the effects of air pollution than are the general population. Sensitive populations (sensitive receptors) who are in proximity to localized sources of toxics and carbon monoxide are of particular concern. Land uses considered sensitive receptors include residences, schools, playgrounds, child care centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.

TOXIC AIR CONTAMINANTS (TACs)

SCAQMD implements TAC controls through Federal, State and local programs. Federally, TACs are regulated by EPA under Title III of the CAA. At the State level, the CARB has designated all 243 Federal hazardous air pollutants as TACs, under the authority of AB 1807. The Air Toxic Hot

Spots Information and Assessment Act (AB 2588) requires inventories and public notices for facilities that emit TACs. Senate Bill 1731 amended AB 2588 to require facilities with "significant risks" to prepare a risk reduction plan (reflected in SCAQMD Rule 1402). SCAQMD also regulates source-specific TACs.

The City of Cypress, as a local government, will be primarily responsible for implementing the transportation and land use measures included in the AQMP and reducing emissions in the areas of energy conservation, dust control, and trip reduction. This may be done, in part, through the adoption of this Air Quality Element as part of the City's General Plan.

KEY AIR QUALITY ISSUES

The following section identifies issues that contribute to air pollution in Cypress and the region and specifies regulations which must be implemented to fulfill Air Quality Management Plan requirements.

LAND USE PATTERNS

Land use regulations influence the distribution of housing, employment centers, and other land uses within a community. The widespread distribution of different land use sectors affects individuals traveling to various destinations within a community. A substantial amount of air pollution can be contributed to automobile trips traveling between these locations.

- Only those cities and counties (including Cypress) that have adopted a Congestion Management Plan (CMP) and can annually demonstrate an integration and application of CMP requirements into the land use decision-making process will be eligible for State gas tax funding.

- The Cypress Business Park serves as a major employment center within the City, and has contributed to achieving a relative balance between jobs and housing in the City. Locating jobs and housing within close distance creates the opportunity for individuals to choose alternative transportation modes to work, including walking or bicycling.

- Commercial centers within Cypress, including development along Lincoln Avenue, and other major arterials, are generally separated from residential uses and require use of the automobile to access. Integrating housing opportunities within and adjacent to commercial developments encourages pedestrian rather than vehicular travel.

TRANSPORTATION

The widespread use of automobiles in Southern California contributes to the area's degrading air quality. The Air Quality Management Plan focuses on reducing vehicle trips because of the emissions created by automobile travel.

- Extensive use of personal motorized transportation modes contributes to the region's poor air quality. The home to work trip constitutes the majority of these trips taken on an individual basis. Reducing the number of home to work vehicle trips would substantially diminish the amount of pollution generated.

REDUCE PARTICULATE EMISSIONS

Particulates resulting from construction activities and various other sources degrade the area's air quality.

- The Cypress Business Park contains the majority of undeveloped acreage within the City. Construction activities occurring throughout the community and specifically in the Business Park can create particulate emissions. The City has adopted standard conditions of approval for site watering during construction to minimize particulates.

- Some agricultural land remains in southern Cypress. Dust rising from farming practices and unpaved roads degrades the community's air quality.

REDUCE ENERGY CONSUMPTION

The City of Cypress, through conserving its energy resources, will reduce the amount of emissions produced. Energy conservation techniques utilized in residential, commercial, and industrial developments will lessen the City's energy consumption, thereby decreasing pollutants generated from various energy sources. In addition, the utilization of recycled materials will reduce emissions because new products will not have to be produced.

- Energy conservation measures integrated into residential, commercial, and industrial developments will reduce air pollutants generated during energy production.

- Recycling efforts mandated by Assembly Bill (AB) 939 require local jurisdictions to reduce the amount of solid waste produced. Utilization of recycled materials will decrease energy consumption resulting in less pollutants being generated.

DESCRIPTION OF THE AIR QUALITY PLAN

The Plan section describes specific measures employed to implement the goals and policies contained within the Cypress Air Quality Element. The Element also provides direction for implementing programs which will support regional efforts to improve air quality in the South Coast Air Basin.

Of primary importance in attaining air quality goals is a coordinated regional effort. Cypress will cooperate with the South Coast Air Quality Management District and the Southern California Association of Governments to implement the goals of this Element and the Air Quality Management Plan (AQMP). The City will be primarily responsible for implementing the transportation and land use measures included in the AQMP and reducing emissions through energy conservation, dust control, and trip reduction.

GOALS AND POLICIES

Air quality is a regional issue affecting the entire South Coast Air Basin (SCAB) which includes the City of Cypress. The SCAB has been in violation with state and federal air quality standards for the past several years. In an effort to attain air quality standards, the Cypress Air Quality Element identifies goals and policies to reduce the generation of pollutants. Specifically, the Element focuses on land use, transportation, and energy planning measures to aid the South Coast Air Basin in reducing air pollution.

LAND USE PATTERN

AQ-1: Reduce air pollution through proper land use and transportation planning.

AQ-1.1: Cooperate with the South Coast Air Quality Management District and the Southern California Association of Governments in their effort to implement provisions of the region's Air Quality Management Plan, as amended.

AQ-1.2: Design safe and efficient vehicular access to commercial land uses from arterial streets to ensure efficient vehicular ingress and egress.

AQ-1.3: Locate multiple family developments close to commercial areas to encourage pedestrian rather than vehicular travel.

AQ-1.4: Develop neighborhood parks near concentrations of residents to encourage pedestrian travel to the recreation facilities.

AQ-1.5: Encourage the design of commercial areas to foster pedestrian circulation.

AQ-1.6: Create the maximum possible opportunities for bicycles as an alternative transportation mode and recreational use.

AQ-1.7: Cooperate and participate in regional air quality management plans, programs, and enforcement measures.

AQ-1.8: Implement the required components of the Congestion Management Plan, and continue to work with Orange County on annual updates to the CMP.

TRANSPORTATION

AQ-2: Improve air quality by reducing the amount of vehicular emissions in Cypress.

AQ-2.1: Utilize incentives, regulations and/or Transportation Demand Management (TDM) programs in cooperation with other jurisdictions in the South Coast Air Basin to eliminate vehicle trips which would otherwise be made.

AQ-2.2: Utilize incentives, regulations and/or Transportation Demand Management in cooperation with other jurisdictions to reduce the vehicle miles traveled for auto trips which still need to be made.

AQ-2.3: Promote and establish modified work schedules which reduce peak period auto travel.

AQ-2.4: Participate in efforts to achieve increased designation, construction, and operation of High Occupancy Vehicle (HOV) lanes on local freeways.

AQ-2.5: Cooperate in efforts to expand bus, railroad and other forms of transit serving the City and the urbanized portions of Orange County.

AQ-2.6: Encourage non-motorized transportation through the provision of bicycle and pedestrian pathways.

AQ-2.7: Encourage employer rideshare and transit incentives programs by local businesses.

AQ-2.8: Manage parking supply to discourage auto use, while ensuring that economic development goals will not be sacrificed.

AQ-2.9: Encourage businesses to alter truck delivery routes and local delivery schedules during peak hours, or switch to off-peak delivery hours.

AQ-2.10: Implement Citywide traffic flow improvements outlined in the Circulation Element.

AQ-2.11: Promote state and federal legislation which would improve vehicle/ transportation technology and cleaner fuels.

AQ-2.12: Implement land use policy contained in the Land Use Element toward the end of achieving jobs/housing balance goals.

AQ-2.13: Integrate air quality planning with the land use and transportation process.

REDUCE PARTICULATE EMISSIONS

AQ-3: Reduce particulate emissions to the greatest extent feasible.

AQ-3.1: Adopt incentives, regulations, and/or procedures to minimize particulate emissions from unpaved roads, agricultural uses, and building construction.

REDUCE ENERGY CONSUMPTION

AQ-4: Reduce emissions through reduced energy consumption.

AQ-4.1: Promote energy conservation in all sectors of the City including residential, commercial, and industrial.

AQ-4.2: Promote local recycling of wastes and the use of recycled materials.

AQ-4.3: Adopt incentives and regulations to reduce emissions from swimming pool heaters and residential and commercial water heaters.

VIII. Growth Management Element

VIII. GROWTH MANAGEMENT ELEMENT

INTRODUCTION TO THE GROWTH MANAGEMENT ELEMENT

PURPOSE

The purpose and intent of the Growth Management Element (GME) is to mandate that growth and development be based upon the City's ability to provide an adequate circulation system and public facilities pursuant to the Orange County Division, League of California Cities *Countywide Traffic Improvement and Growth Management Plan Component*.

On November 6, 1990, Orange County voters approved Measure M, the Revised Traffic Improvement and Growth Management Ordinance, which provides funding to Orange County for needed transportation improvements over a 20-year period through the imposition of a one-half cent retail transaction and use tax. Portions of the monies received from the new sales tax revenue will be returned to Orange County jurisdictions for use of local and regional transportation improvements, subject to the jurisdiction's acquisition and retention of an eligible status for Measure M revenues.

To qualify for Measure M funds, the City of Cypress must comply with the Countywide Growth Management Program component requirements and have an established policy framework for the required Growth Management Program through the adoption of a Growth Management Element.

The Growth Management Element must: 1) establish policy statements that identify traffic levels of service (LOS); 2) commit the City to implement a development mitigation program; and 3) commit the City to implement a development phasing and monitoring program. The Growth Management Element follows guidelines in the State Government Code Section 65303.

RELATIONSHIP WITH OTHER GENERAL PLAN ELEMENTS

A major goal of the Growth Management Element is to ensure that the planning, management and implementation of traffic improvements and public facilities are adequate to meet the current and projected needs of the City. While this goal is a high priority, it must be achieved while maintaining internal consistency among the other elements of the General Plan, as required by State law. Therefore, the Growth Management Element does not replace or supercede any of the other general plan elements; instead, the Growth Management Element addresses, amplifies and supports traffic LOS and public facility standards that are included in the other general plan elements and establishes new standards, where necessary. The Growth Management Element also serves to augment development mitigation, development phasing and annual monitoring discussions in other general plan elements.

The Growth Management Element is implemented through various coordinated programs developed to support and carry out its goals and policies. In addition, this Element has been designed to minimize duplication between Measure M and Congestion Management Program (CMP) requirements. The Growth Management Element is the most current description of City growth management policies. While there is a certain amount of overlap with the other general plan elements, the Growth Management Element is the key resource document for growth management concerns.

SUMMARY OF EXISTING CONDITIONS

RELATED PLANS AND PROGRAMS

Many federal, state, regional and Orange County plans and laws affect growth management in the City of Cypress. Broadly, they include the Orange County Growth Management Plan, the Southern California Association of Governments (SCAG) Growth Management Plan, South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP), State Assembly Bill 471 (Proposition 111- Congestion Management), and Measure M (Orange County). Of all of these, Measure M will have the most direct and significant impact upon the City's Growth Management Plan.

KEY GROWTH MANAGEMENT ISSUES

The Growth Management Element addresses primarily the issues associated with rapid growth, traffic congestion, and transportation facilities.

TRAFFIC CONGESTION

- Traffic congestion is a problem on major arterials and regional freeways. In particular, heavy traffic volumes in Cypress exist along Valley View Street, Katella Avenue, Knott Street, and Lincoln Avenue. As employment increases in the Business Park, traffic will increase along arterials in the southern portion of the City, which will in turn impact freeway access to the Garden Grove, San Diego, San Gabriel and Riverside Freeways.

NEED FOR ADEQUATE TRANSPORTATION FACILITIES

- Many of the regional transportation facilities are not adequately sized to accommodate existing and projected growth.

- A significant portion of transportation problems in Orange County stems from the inadequate capacity of the freeway system to serve peak period travel demands. This lack of capacity results in poor levels of service characterized by severe congestion and low travel speeds during peak hours.

- Arterial highways are intended to handle the bulk of intra-regional traffic and complement the freeway system and local street network. As congestion increases on the freeway, more drivers utilize the arterial system, particularly those that parallel the freeways or those arterials serving the same trip destination as the freeway.

  Consequently, arterials such as Valley View Street, Katella Avenue, Knott Street, and Lincoln Avenue are becoming increasingly congested and receive heavy traffic volumes, which in

limited cases may increase traffic close to the design capacities of the arterials. This situation is of special concern on those arterials that provide access to the freeway system.

INTER-JURISDICTIONAL COORDINATION/COOPERATION

- Traffic congestion in Cypress is both a regional and local problem. Development occurring in neighboring jurisdictions and throughout the County has effects upon the freeways and many of the major arterials that traverse the City of Cypress. Thus, Cypress cannot fully address growth management issues in isolation from other jurisdictions. The impacts of growth in adjacent jurisdictions, in portions of the City, and throughout the County have created the need for a regional approach to transportation growth management.

JOBS/HOUSING BALANCE

- One of the major causes of traffic congestion is land use patterns that hinder the ability of people to live and work in the same area. Long commutes can overburden traffic infrastructure and diminish quality of life. Creating communities where people can both live and work in relative proximity shortens commutes and encourages the use of alternative forms of transportation to and from employment.

DESCRIPTION OF THE GROWTH MANAGEMENT PLAN

GROWTH MANAGEMENT PLAN

The City's Growth Management Plan includes all of the components required for Developed Communities by Measure M, the Traffic Improvement and Growth Management Ordinance. Additional implementation programs independent of this Element will be required in order to implement the Growth Management Plan.

TRAFFIC LEVEL-OF-SERVICE GOALS

Policy 1.1 of this Element requires that development sponsors make necessary improvements to the circulation system, where affected by their development, so as to maintain acceptable LOS levels at intersections and on roadway links under City control. Roadway expansions will be planned as part of the Capital Improvement Program and phased according to the Comprehensive Phasing Program. The LOS goals will be incorporated into conditions of approval and monitored annually through the Performance Monitoring Program.

Achievement of the adopted Levels-of-Service standard and implementation of exacted transportation improvements shall take into consideration extraordinary transportation circumstances which may impact identified intersections and/or timing of the required improvements. An example of an extraordinary circumstance would be when arterial roadways serve as substitute freeway access (thus impacting LOS performance) while planning and construction of additional freeway improvements are underway.

DEVELOPMENT MITIGATION PROGRAM

The City has established a Development Mitigation Program based on Orange County Transportation Authority (OCTA) timetables to ensure that all new development pays its share of needed transportation improvements to the City's roadway network associated with that development.

Citywide Traffic Fee: The City of Cypress has developed a Citywide Fee to address specific traffic improvements needs to the General Plan circulation system. These improvements address future traffic conditions assuming buildout of the City. The Citywide Fee was adopted through Resolution No. 4276 (date) and Ordinance No. 911 (date). The fee is applied in accordance with adopted City procedures.

Regional Traffic Fee: The City of Cypress has also taken a proactive approach to potential regional impacts of new development through the adoption of a Regional Traffic Fee. This fee is in addition to the Cypress Citywide Fee and provides proportionate share funding of impacts to the regional roadway system.

Los Alamitos Settlement Agreement Traffic Fee: The City has entered an agreement with the City of Los Alamitos to offset impacts around the race track. Development projects in the vicinity of the Los Alamitos Race Track are required to pay a fee of $1.00 per square foot in accordance with the agreement to the City of Los Alamitos.

Participation shall be on a pro-rata basis and be required of all development projects except where an increased level of participation exceeding these requirements is established through negotiated legal mechanisms.

The City will work to facilitate coordination of this program through inter-jurisdictional forums in order to determine minimally acceptable impact fees for application within the Growth Management Areas (GMA). The City will receive credit for existing traffic mitigation fee programs with regard to the GMA base level fee.

COMPREHENSIVE PHASING PROGRAM

The City has prepared a Comprehensive Phasing Program (CPP) based on OCTA timetables. The purpose of this program is to ensure to the extent feasible that adequate infrastructure (roadways, utilities) is constructed as development occurs by linking the ability of the development to proceed to either construction of the improvement(s) by others, construction of the improvement(s) by the developer, or by the developer's timely provision of the appropriate funding to the City so that the provision of these facilities is in balance with demand.

While the Comprehensive Phasing Program will provide plans for new facilities, the Performance Monitoring Program will provide annual evaluation of compliance with phasing plans in order for development to continue. The Comprehensive Phasing Program shall provide reasonable lead time (three years from first building permit or five years from first grading permit) to design and construct specific transportation improvements.

PERFORMANCE MONITORING PROGRAM

The City has prepared a Performance Monitoring Program based on OCTA timetables. The Performance Monitoring Program will establish a system for annual evaluation of compliance with newly approved development phasing allocations. Under this program, roadway and other transportation facility improvements or fundings must actually be provided in order for new development to continue.

The Performance Monitoring program provides an annual evaluation of the maintenance of transportation service levels. Annual traffic reports prepared under this Program shall utilize data collected within three (3) months of preparation of the report. In the event that the Performance

Monitoring Program identifies one or more service level deficiencies, measures shall be implemented to correct identified deficiencies.

CAPITAL IMPROVEMENT PROGRAMS

The City has prepared a Capital Improvement Program (CIP) for transportation systems improvements to effectively manage the system based on OCTA timetables. The purpose of the Capital Improvement Programs is to estimate future development over a seven-year period and determine the necessary infrastructure and associated costs required for this new development. The Capital Improvement Plans will be closely linked with the Comprehensive Phasing Plans.

The City will determine the capital projects needed to meet and maintain both the City's adopted Traffic Level of Service and Performance Standards. Capital financing programming will be based on proposed development to be constructed during (at a minimum) the following seven-year period. The CIP shall include approved projects and an analysis of the costs of proposed projects as well as a financing plan for providing the improvements.

INTER-JURISDICTIONAL COOPERATION

The City of Cypress has become involved in inter-jurisdictional coordination for various purposes, including:

- Cooperating with the County of Orange, the Orange County Transportation Authority (OCTA), and other local jurisdictions through the Regional Advisory and Planning Council (RAPC), or other appointed bodies, on the implementation of Measure M and the development of future revisions.

- Working with inter-jurisdictional forums (such as the City-County Coordinating Committee) to make sure that the City's fees are consistent with minimally acceptable impact fees for application within the larger Growth Management Area;

- Participating in the Inter-Jurisdictional Planning Forums at the Growth Management Area (GMA) level to discuss implementation of traffic improvements, cooperative land use planning, and appropriate mitigation measures for developments with multi-jurisdictional impacts;

- Working with the inter-jurisdictional forums to develop strategies for bringing about greater jobs/housing balance at the subregional level;

- Cooperating with the County of Orange in implementing the Facility Implementation Plans and collaborating in the Development Monitoring Program;

- Cooperating with State, County, and local governments in planning and implementing the City's Circulation Element, and coordinating efforts to ensure orderly development; and

- Coordinating population, housing, employment and land use projections with the State Department of Finance, SCAG, the County of Orange Development Monitoring Program, school and water districts.

COMPREHENSIVE DEVELOPMENT PLANS FOR LARGE PROJECTS

As in the past, Cypress will require that any new large developments prepare a Specific Plan and environmental impact analysis. This will allow the City to anticipate the impacts of large projects prior to development of any portion, and permit more time to plan for public services and facilities needed to support the projects.

COORDINATION WITH ADJACENT JURISDICTIONS

Apart from coordination with subregional or inter-jurisdictional forums (such as the City-County Coordinating Committee), the City will separately work with other cities and agencies in the immediate area to develop mutual agreements for review and possible conditioning of development projects.

GOALS AND POLICIES

The following goals and policies are designed to meet all the Growth Management Element requirements for Developed Communities as set forth by Measure M and elaborated by the Countywide Growth Management Program Implementation Manual.

GM-1: Reduce traffic congestion.

GM-1.1: Within three years of the issuance of the first building permit for a development project or within five years of the first grading permit for said development project, whichever occurs first, ensure that the necessary improvements to transportation facilities to which the project contributes measurable traffic are constructed and completed to attain Level-of-Service (LOS) D at the intersections under the sole control of the City.

GM-1.2: Level of Service (LOS) will be measured by the Traffic Level of Service Policy Implementation Manual established by the Local Transportation Authority.

GM-1.3: All development contributing significant impacts to intersections on the Deficient Intersection List and all projects contributing cumulatively, or individually, 10 percent or more of the traffic using an intersection shall be assessed a mitigation fee determined by the jurisdictions in the Growth Management Area and locally administered as part of the City's Capital Improvement Program.

GM-1.4: Promote traffic reduction strategies through Transportation Demand Management (TDM) measures adopted by City ordinance.[1]

GM-2: Ensure adequate transportation facilities are provided for existing and future inhabitants of the City.

GM-2.1: Require that all new development pay its share of the street improvement costs associated with the development, including regional traffic mitigation.

[1] Not required for Growth Management Element, but required to meet Measure M and CMP requirements.

GM-2.2: New revenues generated from Measure M shall not be used to replace private developer funding which has been committed for any project.

GM-2.3: The City shall continue to collect Transportation System Improvement Program (TSIP) fees for improvements within its boundaries and shall work with adjacent jurisdictions to determine acceptable impact fees within the growth management areas. These fees may be assessed as necessary in addition to the City's TSIP fees to cover shortfalls that may not be generated by the established fee program.

GM-2.4: A Deficient Intersection Fund shall be established by the City to make improvements on those intersections necessary to achieve the LOS standard established in this Element.

GM-2.5: All newly approved development projects shall be required to establish a development phasing program which phases approval of development commensurate with required improvements to roadway capacity.

GM-2.6: Development phasing for newly approved development projects shall be a component of the development review and entitlement process and shall be approved prior to issuance of building or grading permits.

GM-2.7: The City shall monitor the implementation of the development phasing program of each of the newly approved development projects on an annual basis and prepare a report which indicates the status of development approval and required traffic improvements and relationship between them.

GM-2.8: A ten-year Performance Monitoring Program shall be developed to provide an annual evaluation of compliance with development phasing and evaluation of the maintenance of transportation service levels.

GM-2.9: A Seven-Year Capital Improvement Program shall be adopted and maintained in conformance with provisions of Measure M for the purpose of maintaining adopted traffic level of service standards established in this Element.

GM-3: Cooperate with neighboring jurisdictions and the County to achieve reduction in regional traffic congestion.

GM-3.1: The City shall participate in inter-jurisdictional planning forums within its established growth management area as adopted by the Regional Advisory Planning Council and will continue to participate in forums with neighboring or affected jurisdictions to address transportation or other planning issues.

GM-3.2: The City will continue to cooperate with the County of Orange in annually updating its Congestion Management Plan pursuant to the requirement of AB 471 in order to continue to receive its share of State gasoline sales tax revenues.

GM-4: Strive to maintain the good balance between jobs and housing in Cypress.

GM-4.1: To the extent feasible, utilize information on the jobs/housing balance in the City and region as a factor in land use decision-making.

IX. Housing Element

IX. HOUSING ELEMENT

INTRODUCTION TO THE HOUSING ELEMENT

The City of Cypress, incorporated in 1956, is a relatively young suburban community located in northwestern Orange County. Soon after incorporation, Cypress began a period of rapid residential growth, with numerous single-family housing tracts built in the 1960s and 1970s. With only limited vacant land available for additional development, the majority of recent residential growth has occurred through the recycling of underutilized properties, and through integration of housing on commercial corridors. The most significant residential development in Cypress during the 1990s was the completion of 671 single-family homes on the recycled acreage of a 144-acre oil storage tank farm site. The City's Redevelopment Agency has been actively involved in the provision of housing, and has assisted in the development of both ownership and rental housing affordable to low and moderate income households.

This Housing Element is intended to guide residential development and preservation in a way that coincides with the overall economic and social values of the community. The residential character of a city is largely dependent on the type and quality of its dwelling units, their location, and such factors as maintenance and neighborhood amenities. The Housing Element is an official municipal response to a growing awareness of the need to provide housing for all economic segments of the community, as well as legal requirements that housing policy be made a part of the planning process. As such, the Element establishes policies that will guide City officials in daily decision making and sets forth an action program designed to enable the City to realize its housing goals.

STATE POLICY AND AUTHORIZATION

The California State Legislature has identified the attainment of a decent home and a satisfying environment for every Californian as the State's major housing goal. Recognizing that local planning programs play a significant role in the pursuit of this goal, and to assure that local planning effectively implements statewide housing policy, the legislature has mandated that all cities and counties include a housing element as part of their adopted local general plans. Section 65302(c) of the Government Code sets forth the specific components to be contained in a community's housing element.

The Government Code specifies the intent of the Legislature to ensure that counties and cities actively participate in attaining the state housing goal, and sets forth specific components to be contained in a housing element. These include the identification and analysis of existing and projected housing needs, resources and constraints; a statement of goals, policies, quantified objectives, and scheduled programs for the preservation, improvement and development of housing; identification of adequate sites for housing; and adequate provision for the existing and projected needs of all economic segments of the community.

ORGANIZATION OF THE HOUSING ELEMENT

The Housing Element Guidelines require elements to include two basic components:

1. An evaluation of the housing problem and an analysis of housing needs, indicating the capacity of the existing housing supply to provide all economic segments of the community with decent housing.

2. A housing program consisting of the following:

   - A comprehensive problem solving strategy establishing local housing goals, policies, and priorities aimed at alleviating unmet need and remedying the housing problem; and

   - A course of action which includes a specific description of the actions the locality is undertaking and intends to undertake to effectuate these goals, policies, and priorities.

The Cypress Housing Element describes the City's housing needs and sets forth a program of action in accordance with State law. This first chapter of the Element defines the intent of the Housing Element, describes its relationship to State directives and other General Plan elements, and includes a description of the public participation and intergovernmental coordination utilized in its preparation.

The second chapter of the Housing Element provides an overview of the present and projected housing needs of the City's households as defined by the Housing Element Technical Data Report, which serves as an appendix to the Element. This section also provides an analysis of potential constraints to meeting the City's identified housing needs and an evaluation of opportunities that will further the development of new housing. The third chapter of the Housing Element establishes a comprehensive program strategy to implement the City's housing goals. Finally, the fourth chapter sets forth the goals and policies to address Cypress' identified housing needs.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

Concurrent with this update to the City's Housing Element, the City is embarking upon a comprehensive update to the Cypress General Plan. A major purpose of the updated General Plan is to achieve internal consistency among all elements. Together these elements will provide the framework for development of those facilities, services, and land uses necessary to address the needs and desires of City residents.

Background information and policy direction presented in one element is also reflected within other Plan elements. For example, residential development capacities established in the Land Use Element and constraints to housing development identified in the Safety Element are incorporated within the Housing Element. The Housing Element is thus interrelated with the other General Plan elements, and is entirely consistent with the policies and proposals set forth by the Plan.

RELATED PLANS AND PROGRAMS

A number of local and regional plans and programs relate to the Housing Element. A brief description of these plans follows:

Regional Housing Needs Assessment (RHNA) California's Housing Element requires that each city and county develop local housing programs designed to meet its "fair share" of existing and future needs for all income groups, as determined by the jurisdiction's Council of Governments. This "fair share" allocation concept seeks to ensure that each jurisdiction accepts responsibility for the housing needs not only of its resident population, but also for those households who might reasonably be expected to reside in the jurisdiction.

The Southern California Association of Governments (SCAG) is responsible for allocating the region's future housing needs ("RHNA") among subregions and individual jurisdictions. In Orange County, the Orange County Council of Governments (OCCOG) was delegated responsibility for developing the RHNA coordination with the cities and SCAG. The draft 1998-2005 Regional Housing Needs Assessment (RHNA) adopted by SCAG and OCCOG has identified the 1998-2005 future housing need for Cypress as 578 units, including 180 lower income units. These regional housing needs are addressed in the Housing Element both through the provision of suitable sites, and the provision of programs to support housing for low and moderate income households.

Redevelopment Implementation Plan The Cypress Redevelopment Agency is required to adopt an Implementation Plan every five years which identifies Agency activities for the elimination of blight, and addresses the Agency's affordable housing responsibilities. More specifically, the housing component of the Plan addresses the Agency's expenditure of low and moderate income housing funds over the five year planning period (2000-2004); the Agency's replacement housing requirements; and the Agency's housing production requirements. The City's Housing Element is required to be consistent with the Agency's Implementation Plan. The Implementation Plan identifies $2.6 million in redevelopment set-aside funds available to implement housing programs during the 2000-2004 period.

PUBLIC PARTICIPATION

Section 65583(c)(5) of the Government Code states that "local government shall make diligent effort to achieve public participation of all economic segments of the community in the development of the housing element, and the program shall describe this effort."

During the initial needs gathering phase of the Housing Element Update, a publicly noticed community workshop was conducted at the Cypress Community Center to receive input on key housing issues. Participants were asked to complete a brief survey to identify what they felt were the community's most pressing housing needs. A publicly noticed workshop was also conducted with the Cypress City Council to review the draft Housing Element goals, policies and programs. Upon completion of the draft Housing Element, copies were made available for public review throughout the community, including City Hall, the County library, the Community Center, and the Senior Citizen Center. The Environmental Impact Report (EIR) on the General Plan and Housing Element was widely distributed, and identifies locations for review of the draft Element.

Upon review of the draft Housing Element by the State Department of Housing and Community Development (HCD), the City Council conducts hearings on the Element prior to adoption. Notification of public hearings on the Element is published in the News Enterprise in advance of the hearing, and also posted at the Cypress Community Center, the library, and at City Hall. Public hearings are also held annually on the City's participation in the Community Development Block Grant program of the County of Orange.

The goals, policies and programs contained in this Housing Element reflect a revision to those previously adopted to incorporate what has been learned from the prior Element and to adequately

address the community's identified housing needs as identified through public input and from the housing needs assessment.

SUMMARY OF EXISTING CONDITIONS

Assuring the availability of adequate housing for all social and economic segments of Cypress' present and future population is a primary goal of the Housing Element. This section of the Housing Element provides a summary of the community's key housing needs, and evaluates the City's ability to fulfill its future share of regional housing growth needs (RHNA).

HOUSING NEED

The following summarizes key housing needs as identified in the 2000 – 2005 Housing Element Technical Report, which serves as an Appendix to the Element. This summary of existing conditions is organized into four areas: housing availability; housing affordability; housing adequacy; and special needs households. These needs are also summarized in Table HOU-1 below.

Table HOU-1
Cypress Existing Housing Needs

Housing Availability		**Housing Affordability**	
Overcrowded Households	958	Overpaying Households	4,840
Renter	576	Renter	1,847
Owner	383	Owner	2,993
Housing Adequacy		**Special Needs Households/Persons**	
Housing Conditions		Elderly Households	1,917
Rehabilitation	75	Disabled Persons	3,439
Replacement	21	Large Households	2,077
		Female-Headed Households with Children	990
Source: 1990 Census; Housing Conditions Survey; SCAG Draft RHNA, November 1999.			

HOUSING AVAILABILITY

In 1999, Cypress had a housing stock of 15,792 units, which consisted primarily of single family homes (77 percent). Multi-family homes comprised about 20 percent of the stock, with mobile homes making up the remaining three percent. According to the 1990 Census, almost 70 percent of Cypress households were owner-occupied. The City experienced and approximately seven percent increase in housing units from 1990 to 1999, due primarily to the completion of the 671-unit Sorrento Homes project at the former oil tank farm, along with development of several Redevelopment Agency assisted housing projects.

Cypress has experienced an active housing resale market. A total of 615 homes and condominiums were sold in Cypress from May 1998 to June 1999. About 90 percent of the sales were single-family homes with a median sales price of $188,500. The median price of a condominium was reported at about $130,000.

Rental costs in Cypress range from $770 to $940 per month for a two-bedroom apartment, and $925 to $1,040 for a three-bedroom apartment. According to the 1990 Census, approximately 40 percent of the rental units in Cypress are single-family homes. While single-family home rentals are typically more expensive than apartments, they do provide larger unit sizes suitable to larger households.

Overcrowding is another indicator of housing availability. The census defines overcrowding as households with greater than 1.01 persons per room, excluding kitchens, bathrooms and porches. There were 977 overcrowded households (6.8 percent) in Cypress in 1990. While rental units comprise only one-third of the City's housing stock, approximately 60 percent of the City's overcrowded households are rentals. Forty percent of the City's overcrowded households were identified as severely overcrowded, defined as greater than 1.51 persons per room.

HOUSING AFFORDABILITY

Housing overpayment occurs when housing costs increase faster than income. State and Federal standards state that a household overpays for its housing if it spends 30 percent or more of its gross income on housing. In most urban communities in California, it is not uncommon to overpay for housing. However, to the extent that overpayment rates are particularly high among lower income populations, it is important for communities to begin to address these needs through their housing programs.

According to SCAG's 1999 Regional Housing Needs Assessment (RHNA), one-third (4,840) of Cypress' households were overpaying for housing. Like overcrowding, overpayment is far more concentrated among the City's renter households, with 40 percent overpaying, compared to 28 percent of owner households. Among lower income renter households earning less than 80 percent of County median income, nearly 80 percent overpaid for housing costs.

As a means of assessing the affordability of the current housing market in Cypress, housing sales and rental costs can be compared with household incomes. With a 1999 median sales price of approximately $188,000 for a single-family home (refer to Housing Element Technical Report), only moderate and upper income households can afford to purchase a single-family home in Cypress. Low income households may be able to afford a one- or two-bedroom condominium (median price $130,000), however, the downpayment and other ownership costs such as insurance may serve as a barrier to homeownership.

In terms of affordability of the City's rental housing, while low and moderate income households can afford the cost of all rental options available in Cypress, very-low income households have few rental options within their range of affordability. Market rents for studio and one-bedroom apartments are affordable to larger (4+ person) very-low income households, although these units are too small and would result in unit overcrowding. Larger apartments and single-family rentals are beyond the range of affordability for all very low income households.

HOUSING ADEQUACY

In general, when housing reaches 30 years in age, major rehabilitation improvements begin to become necessary. Over 55 percent of the City's housing units were built before 1970 and will be over 30 years old by the year 2000. This represents a significant proportion of the housing stock in the City. Continued maintenance of the housing stock will be necessary through independent property owner action as well as code enforcement combined with housing rehabilitation assistance to prevent deterioration of older housing in the City.

In 1996, windshield surveys were conducted by the City's Code Enforcement Officer to evaluate the structural conditions of the City's housing stock. The surveys focused on those areas of the City known to have a concentrated amount of deteriorated units. These surveys indicated that there were about 75 substandard units that were suitable for rehabilitation, and about 18 that were unsuitable for rehabilitation and in need of replacement. While the precise number of substandard units has likely changed somewhat since 1996, this housing conditions survey indicates the magnitude of substandard housing in the City is limited. In addition, the City has adopted a local housing rehabilitation program and participates in the County rehabilitation program to assist in the upkeep of housing in the City.

SPECIAL NEEDS

Certain segments of the population may have more difficulty in finding decent, affordable housing due to their special needs. These special needs groups, as defined by State housing element law, include the elderly, disabled persons, large households, female-headed households, farmworkers, and the homeless.

Elderly

Approximately 7.5 percent (3,180) of the City's population in 1990 was 65 years of age and older. Of the total seniors in Cypress in 1990, 3.5 percent were living below the "poverty level." Other Census statistics indicate that 13.4 percent of the City's households were headed by an elderly person, representing a total of over 1,900 households in 1990. As the City's population continues to age, and a greater number of the elderly become frail, the need for supportive senior housing will increase.

Disabled Persons

Physical and mental disabilities can hinder access to traditionally designed housing units as well as potentially limiting the ability to earn adequate income. The 1990 Census indicates that approximately 10 percent of the population in Cypress has some form of work, mobility, or self-care limitation. Elderly individuals with mobility or self-care limitations comprise an estimated 30 percent of the City's disabled. As the City's senior population grows, so will the number of persons with disabilities in need of supportive housing.

Large Households

Cypress has an estimated 2,077 households with five or more members, representing more than 14 percent of the total households. Large families are identified as a group with special housing needs based on the limited availability of adequately sized, affordable housing units. Large families are often of lower income, frequently resulting in the overcrowding of smaller dwelling units and in turn accelerating unit deterioration.

Female-Headed Households

Single-parent households often require special consideration and assistance due to their greater need for affordable and accessible day care, health care, and other supportive services. In particular, female-headed households with children tend to have lower incomes than other types of households, a situation that limits their housing options and access to supportive services.

Cypress has an estimated 1,687 female-headed family households, accounting for almost 12 percent of all households in Cypress. Almost 60 percent of these female-headed families had dependent children under 18 years of age.

Farmworkers

The 1990 Census indicated that less than one percent (146 persons) of the residents of Cypress were employed in agriculture, fishing, and forestry. Due to the suburban setting of Cypress and nominal rural farmworker population, housing needs for farmworkers can generally be addressed by overall programs for housing affordability.

Homeless

According to the 1990 Census data, no homeless individuals in Cypress resided in emergency shelters or were seen on City streets at the time of the Census count. The Census count of homeless persons, however, may not be considered a complete or adequate indicator of homelessness in the City. Although Cypress has no emergency shelter within its boundaries, most homeless persons migrate to available services, and social service agencies located outside the City serve Cypress.

RESIDENTIAL SITES TO ADDRESS REGIONAL HOUSING NEEDS

An important component of the Cypress Housing Element is the identification of sites for future housing development, and evaluation of the adequacy of these sites in fulfilling the City's share of regional housing needs (as determined by SCAG). Table HOU-2 shows Cypress' residential development potential by General Plan land use category.

Table HOU-2
RESIDENTIAL SITES INVENTORY

Land Use Category	Dwelling Unit Potential				
	Average Density	Vacant Acres	Vacant Units	Underutilizec Units	Unit Totals
Residential Low	1.5 du/ac	1.3	2	--	2
Residential Medium	15 du/ac	3.18[1]	22[1]	190	212
Residential High	20 du/ac	4.64	93	120	213
Lincoln Avenue S.P.	20 du/ac	3.4	68	735	803
Totals		**12.52**	**185**	**1,045**	**1,230**

Source: Cypress General Plan Land Use Element, 2001.

[1] Includes 2.02 vacant acres and 15 potential units in Orange Avenue Specific Plan.

As part of the City's comprehensive 2000 General Plan update, the City conducted a parcel-specific land use survey to quantify the increase in residential units which could be accommodated on vacant and underutilized parcels, summarized in Table HOU-2. As illustrated in this Table, Cypress can accommodate 1,230 additional units under General Plan buildout. With only five small vacant parcels remaining in Cypress, the vast majority of future residential development will occur through intensification in multi-family neighborhoods, and through residential infill and mixed use along Lincoln Avenue.

Exhibit HOU-1 shows locations of underutilized residential neighborhoods in Cypress, located in the City's "North End" neighborhoods. The City's General Plan provides for Medium and High Density residential development in these areas, at densities of 15 and 20 units/acre respectively, whereas many of these properties are currently developed with single-family units. Particularly in those neighborhoods north of Lincoln Avenue where the parcels tend to be larger, the City has experienced a significant level of residential intensification as encouraged under the General Plan. For example, in the City's largest High Density neighborhood (Crescent/Moody), approximately half of the properties are still developed with single-family uses. Typical parcel sizes are 50' x 200',

with parcels frequently combined to accommodate larger projects. Evaluation of underutilized parcels in this neighborhood identify six locations where adjacent parcels currently built with older single-family homes could be consolidated to achieve a buildable parcel size of between 1.5–2 acres, the minimum parcel size generally deemed necessary in suburban communities to produce units affordable to lower income households.

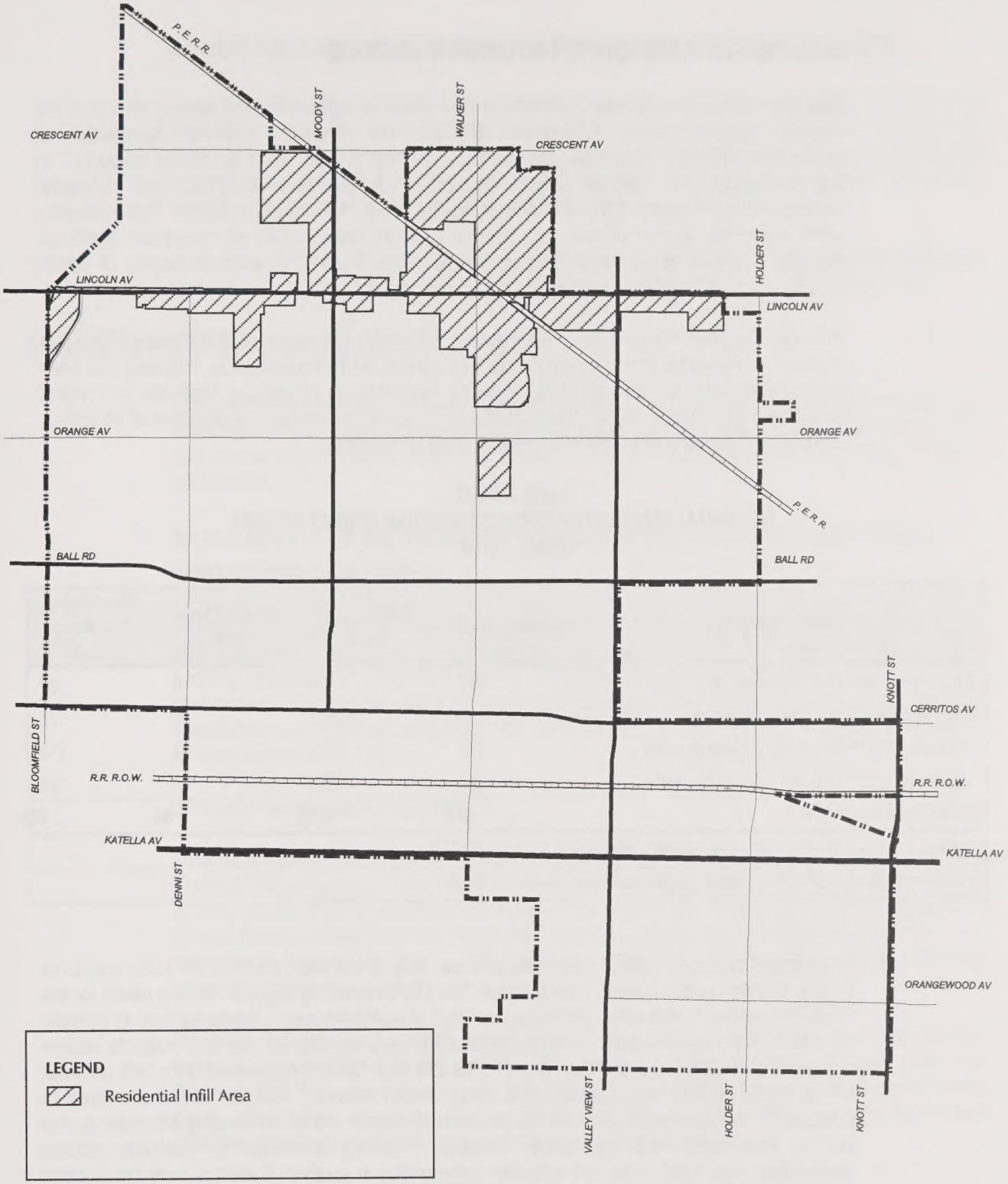
Review of tentative tract map applications from 1998-2000 indicate all seven projects being developed are on underutilized parcels. Six of these projects had existing single-family residences on site, whereas one project is being developed on an office parking lot. In terms of the average density of development, of the two projects developed in Residential Medium Density districts, one was built at 13 units/acre, and the other at 14.5 units/acre, nearing the 15 unit/acre maximum zone density. No projects were built in the Residential High Density district during this time frame. Due to the limited land remaining in Cypress and the need to address regional housing growth needs, the City will continue to encourage development at the maximum attainable densities, and encourage use of density bonuses for inclusion of affordable units.

In addition to residential infill in the City's North End residential neighborhoods, the City's General Plan encourages multi-family residential development along Lincoln Avenue as a means of stimulating activity on the corridor, also delineated in Exhibit HOU-1. The City adopted a Specific Plan for Lincoln Avenue in 1998 to further guide the continued development and redevelopment of the Plan area. Both the General Plan and Specific Plan provide for High Density residential uses along the corridor, and permit residential both as freestanding developments and integrated within mixed use projects. Furthermore, the Plan provides a range of development incentives for residential projects, and defines four districts along Lincoln Avenue which encourage residential infill and mixed use: Residential Mixed Use, Commercial Mixed Use, Campus Village, and Downtown.

The Specific Plan provides densities of up to 25 units/acre, with bonus densities permitted for projects with an affordable housing component. Actual densities in developed projects vary based on the product type, and range from 13 units/acre for a detached condominium project, 15–22 units/acre for attached condominiums, and 55 units/acre for senior apartments. Projects which combine parcels are often better able to accommodate higher densities, and as a means of encouraging lot consolidation, the Specific Plan includes the following incentives (Section 7.3.1):

- No fee processing
- Reduction of parking and landscaping requirements
- Left-turn ingress/egress
- Redevelopment Agency assistance
- Street furnishing amenities
- Density bonus
- Increased floor area ratio and lot coverage

Based on past development trends, combined with incentives to combine lots, the General Plan assumes one-quarter of the total acreage on Lincoln Avenue will be developed with residential, at an average density of 20 units/acre. Given these assumptions, an estimated 803 housing units could be anticipated on Lincoln Avenue under buildout of the General Plan, as indicated in Table HOU-2.



Source: Cypress Redevelopment Agency

N

1000 0 1000 2000 Feet

CITY OF CYPRESS GENERAL PLAN

Residential Infill Areas

Exhibit H-1

RBF CONSULTING
14725 ALTON PARKWAY
IRVINE, CALIFORNIA 92618-2027
949.472.3505 • FAX 949.472.8373 • www.RBF.com
PLANNING | DESIGN | CONSTRUCTION
GIS

JN: 10-100277
October 5, 2001

SHARE OF REGION'S HOUSING NEEDS

State law requires jurisdictions to provide for their share of regional housing needs. As part of the Regional Housing Needs Assessment (RHNA), the Southern California Association of Governments (SCAG) determines the five year housing growth needs by income category. In Orange County, the Orange County Council of Governments (OCCOG) was delegated responsibility for developing the RHNA in coordination with the cities and SCAG. Future housing needs reflect the number of new units needed in a jurisdiction based on households which are expected to reside within the jurisdiction (future demand), plus an adequate supply of vacant housing to assure mobility and new units to replace losses.

The draft Regional Housing Needs Assessment (RHNA) adopted by OCCOG and SCAG has identified a 1998-2005 future housing need for Cypress of 578 housing units, including 180 lower income units (refer to Table HOU-3). Housing developed as of January 1998 can be credited towards the City's future RHNA for the 1998 - 2005 period, providing for a reduction of 84 units in Cypress, and resulting in a remaining housing need of 494 units.

Table HOU-3
REGIONAL HOUSING NEEDS BY INCOME GROUP (RHNA)
1998 – 2005

Income Category	Housing Units	Percent of Total	Units Since 1/98[1]	Remaining Housing Need
Very Low (0-50% County median income)	107	18%	0	107
Low (50-80% County median income)	73	13%	0	73
Moderate (80-120% County median income)	171	21%	53	118
Upper (over 120% County median income)	227	48%	31	196
Total Housing Units	**578**	**100%**	**84**	**494**

Source: SCAG Regional Housing Needs Assessment, November 1999

[1] Includes both approved and completed projects as of December 1999.

The residential sites inventory presented in Table HOU-2 identified potential for 1,230 additional units in Cypress under General Plan buildout. The City's remaining regional housing needs for the 1998-2005 period is 494 units, indicating the City has sufficient zoned residential land to address its RHNA. In terms of residential sites to address the City's need for 301 low and moderate income households, the City's General Plan provides for 213 High Density Residential units, with potential for an additional 803 High Density units along Lincoln Avenue. The 20+ units/acre densities provided for in these areas allow for the provision of market rate rental housing affordable to low income households, and multi-family ownership housing affordable to moderate income households. Like most urban and suburban communities in southern California, very low income households will require some level of subsidy to afford housing in Cypress.

In addition to providing sites to accommodate its regional growth needs, the City will further support the development of affordable housing through programs set forth in the Housing Element, including financial and regulatory incentives, density bonuses, and first-time homebuyer assistance.

AVAILABILITY OF PUBLIC SERVICES AND FACILITIES

The City's 2000 General Plan and Environmental Impact Report identifies more than adequate total infrastructure capacity to accommodate the City's regional housing needs. As an entirely urbanized community, Cypress already has in place the necessary infrastructure to support future development. All land currently designated for residential and mixed use development is served by water and sewer lines, streets, storm drains, and telephone, electric and gas lines.

As documented in the Housing Element Technical Report, none of the sites identified for residential development are affected by environmental constraints that would impact their development.

DESCRIPTION OF HOUSING PLAN

Previous sections of the Housing Element establish the housing needs, opportunities and constraints in the City of Cypress. The following section first evaluates the accomplishments of the last adopted housing element and then presents the City's housing program strategy for the 2000-2005 period.

EVALUATION OF ACCOMPLISHMENTS UNDER ADOPTED HOUSING ELEMENT

The City's last Housing Element was adopted in 1990, and sets forth a series of housing programs with related objectives for the following issue areas: conserving and improving existing affordable housing; provision of adequate housing sites; development of affordable housing; removing governmental constraints; and promoting equal housing opportunities. This section reviews the appropriateness of these programs, the effectiveness of the Element, and the progress in implementation since 1990.

SINGLE-FAMILY REHABILITATION

Cypress participates in the Urban County Program of the Federal Community Development Block Grant (CDBG) Program. Funds have been used for a variety of projects benefiting low income (up to 80% Median Family Income) households. Block grant funds have been utilized in Cypress to provide housing rehabilitation assistance to 75 lower income households through loans, grants and rebates over the past five years. This County-operated program is limited to designated low and moderate income target areas.

In addition to the housing rehabilitation program implemented through the County, in 1998, the City began implementation of its own housing rehabilitation program – the Home Enhancement Loan Program (HELP II). Since this program is funded using Agency low and moderate income housing funds, rehabilitation assistance can be offered Citywide. A total of 15 households have been provided assistance during the program's first year of operation.

RENTAL REHABILITATION PROGRAM

In addition to the CDBG single-family rehabilitation program, the County operates a separately funded Rental Rehabilitation Program to encourage rehabilitation of substandard apartment buildings in targeted neighborhoods. Block grant monies have been utilized in Cypress to provide assistance to rental property owners through loans, grants and rebates, resulting in the upgrading of approximately 50 rental units.

HOME WEATHERIZATION IMPROVEMENTS

As residential energy costs continue to rise, increasing utility costs reduce the affordability of housing, thus aggravating the City's current shortage of affordable units. Southern California Edison offers a variety of energy conservation services designed to help low-income households. In order to expand utilization of these programs, the City provided informational brochures at the public counter and at the Community Center.

CODE ENFORCEMENT

The majority of the code violations in Cypress pertain to zoning and property maintenance violations, and according to the City's Code Enforcement Officers, less than ten dwelling units are cited annually for substandard conditions. The City has modified its program to include informing property owners in violation of City code of available rehabilitation assistance.

CONSERVATION OF EXISTING SUBSIDIZED HOUSING

Since the mid-1980s, Cypress has actively been granting density bonuses on projects which reserve 20% of the project's units for lower income households for a ten year period. For rental density bonus projects, the project owner typically signs up with the Housing Authority to accept Section 8 tenants for the lower income units. A total of 22 low income density bonus units in seven rental developments were eligible to lose their affordability controls prior to 1999. While the use restrictions under the density bonus agreements with the City have all since expired, according to the Housing Authority, most of these projects still have Section 8 tenants and therefore remain affordable.

Land Use Element/Zoning Ordinance

The City's share of regional housing needs (RHNA) was identified as 792 units for the five-year period of the last 1989 Housing Element. Due to several extensions in the Housing Element cycle, the original RHNA for the 1989-1994 period has been extended through 1997. The City updated its entire General Plan in 1993, and provided expanded areas for new housing growth, primarily along Lincoln Avenue. The residential development capacity under the updated General Plan was more than adequate to address the City's share of regional housing needs by income category. While the residential market was relatively slow in much of California, Cypress grew by over 1,000 units during the period of its last RHNA (1989-1997), surpassing its RHNA allocation of 792 units (refer to Table HOU-4).

The City's Redevelopment Agency was instrumental in supporting in the production of housing for all income levels during the prior Housing Element cycle. The Agency issued bonds for the construction of public improvements in support of development of 671 units of single family housing on a recycled 144-acre oil storage tank farm site. The Agency also supported in development of two senior housing projects: Cypress Pointe Senior (110 units/11 very low income) and Cypress Park Senior Community (124 units/13 very low, 18 low income). Finally, the City approved two density bonus projects during this time period (Grand Lincoln Village and 8781 Walker Avenue), providing 7 low income and 8 very low income units respectively. In addition to the income restricted units in these projects, market rate rentals in Cypress rent at levels affordable to low income households.

Table HOU-4
1989-1997 REGIONAL HOUSING GROWTH NEEDS COMPARED TO UNITS CONSTRUCTED

Income Category	Regional Housing Needs (RHNA)	Number of New Units Constructed
Very Low	104	32[1]
Low	127	56[2]
Moderate	178	227[3]
Upper	383	763
Total	**792**	**1,078**

[1] Includes income restricted units in Cypress Pointe Senior, Cypress Park Senior, and 8781 Walker Avenue.
[2] Includes income restricted units in Cypress Park and Grand Lincoln Village, and market rate apartment units.
[3] Includes market units in Cypress Pointe Senior, Cypress Park Apts., and Grand Lincoln Village.

Site Suitability Criteria

The City's prior Housing Element considered the development of a set of "site suitability criteria" by which to judge the merits of potential project sites for low and moderate cost housing. Given the extremely limited availability of residential sites in Cypress, and their location within already established residential areas or on key commercial corridors, it was determined that site suitability criteria more typically applied to developing areas was not of particular benefit to Cypress.

Residential Site Inventory

Since the City is already developed to a large extent, the availability of sites for residential development may be difficult to identify. The City initiated a program to maintain an inventory of residential sites in Cypress for use by interested parties in identifying development opportunities.

Sites For Homeless Shelters and Transitional Housing

The City's 1989 Housing Element identified a program to amend the Zoning Ordinance to permit the development of transitional housing in multi-family residential zones in locations close to services, and to permit emergency shelters in commercial and industrial zones, both subject to a Conditional Use Permit. The City undertook a comprehensive update to its Zoning Ordinance in 1998, and included specific provisions to address community care facilities (inclusive of transitional housing and emergency shelters) housing more than six persons. The code now provides for such facilities in RM-15, RM-20 and all commercial zone districts subject to a CUP.

Section 8 Rental Assistance (Certificate/Voucher) Program

The Section 8 program provides rental subsidies to very low-income households as a means of providing affordable rental housing not otherwise provided by the private market. The City continues to coordinate with the Orange County Housing Authority (OCHA) in implementation of the Section 8 Rental Assistance Program in its jurisdiction. Specifically, the City encourages property owners granted density bonuses to list their projects with the Housing Authority, as well as directing households requesting rental assistance to the appropriate Housing Authority Department.

Density Bonus Program and Other Incentives

The City 's zoning ordinance includes provisions to allow density bonuses in return for guarantees of affordable dwelling units in new construction as provided by State law. The City revised its ordinance to reflect changes in the State Density Bonus Law, and actively promotes density bonus opportunities. Since adoption of the City's Housing Element in 1989, the City has granted over ten density bonuses for both rental and ownership projects.

Mortgage Certificate Program

The MCC program is designed to help low- and moderate-income first-time homebuyers qualify for conventional first mortgage loans by increasing their after-tax income. Since the City began participating in this County-run program in 1994, a total of 41 MCCs have been issued, 16 of which were issued in conjunction with loans from the City's Homebuyer Assistance Program.

Mortgage Revenue Bond Financing

The City of Cypress participates with Orange County in their multi-family and single family bond programs. However, during the prior Housing Element cycle, no bond projects were developed in the City. The Redevelopment Agency did however issue its own bonds to provide the necessary infrastructure in support of development of the 671 unit Sorrento Homes project.

Non-Profit Construction

The Agency currently has one affordable project developed by a non-profit – Cypress Sunrise Apartments. The Agency has supported several for-profit developers in the production of affordable housing, and continues to work with both housing sectors in achieving its housing goals.

Land Assemblage and Development Incentives

The intent of this program is to reduce land cost to the point that it becomes economically feasible for a private developer to build affordable housing. The Redevelopment Agency purchased the six-acre Cypress Elementary School site for expansion of the existing Cypress Senior Citizens Multi-Purpose Center located on the site, and for the development of an affordable senior citizen housing project. The Agency completed the development of a 124-unit senior housing project using redevelopment set-aside funds. The Agency wrote down the cost of the land in exchange for deed restrictions on the rent and occupancy of 13 units for very low income households, 12 units for low income households and 6 units for moderate income households.

The Agency will continue to provide land write-down assistance as appropriate in support of affordable housing developments.

Home Sharing

The shared housing program provides an alternative to Cypress' elderly residents which allows them to remain in their homes. Senior Meals and Services, Inc. administers a shared housing program available to Cypress' residents at their facility in Los Alamitos. The shared housing coordinator is available on Mondays, Wednesdays and Thursdays, and indicates many Cypress seniors participate in the program.

Reverse Mortgage Program

Reverse Mortgages are offered through several private lending institutions to allow seniors to draw needed income from the equity in their homes. This program is not as popular with senior citizens as originally envisioned, and as such, the City is no longer interested in assuming an active role in promoting reverse mortgages.

Shared Equity Program/Downpayment Assistance

In 1997, the City initiated its Home Equity Loan Program (HELP I). This program provides up to $25,000 to eligible first-time homebuyers for help with the downpayment, including a portion of non-recurring closing costs. This program has been so successful (49 loans have closed since the program's inception) that the City has had to develop a waiting list for when additional program funding becomes available. The HELP I program represents one of the City's major housing programs to help stabilize neighborhoods through increased homeownership, while providing affordable housing opportunities to low and moderate income renters.

Remove Governmental Constraints

The City has provided for modified development standards, including reduced parking and density increases, in support of affordable housing. The City has also waived and/or reduced certain development fees for the provision of affordable housing and will continue to provide subsidized fees to improve the feasibility of low and moderate income housing projects.

While the City has not developed a formalized process for priority review of affordable housing applications, the level of development activity has been such that no backlog has been experienced.

Equal Housing Opportunity

One of Cypress' Housing Element goals is to promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin or color. To achieve this goal, the City participates with the Orange County Fair Housing Council and has implemented a system of referring discrimination complaints to the proper agencies.

HOUSING PROGRAM STRATEGY

The goals and policies contained in the Housing Element address identified housing needs for the City of Cypress, and are implemented through a series of housing programs offered through the City's Community Development Department and Redevelopment Agency. Housing programs define the specific actions the City will undertake to achieve the stated goals and policies. According to Section 65583 of the State Government Code, a jurisdiction's housing programs must address the following five major areas:

- Conserving the existing supply of affordable housing;
- Assisting in the provision of housing;
- Providing adequate sites to achieve a variety and diversity of housing;
- Removing governmental constraints as necessary; and
- Promoting equal housing opportunity.

The housing programs described on the following pages include existing programs as well as several new programs which have been added to address the City's housing needs. The program

summary (Table HOU-5) included at the end of this section specifies for each program the following: five-year objective(s), time frame, funding source(s), and agency responsible for program implementation. With an estimated $2.6 million available for Housing Fund expenditures from 2000 to 2004, and a Housing Fund balance of $900,000 as of 7/1/2000, Cypress redevelopment housing funds will provide an important source of funding for implementation of the City's housing programs.

CONSERVING THE EXISTING SUPPLY OF AFFORDABLE HOUSING

Conserving and improving the City's housing stock is an important goal for Cypress. While most of Cypress' housing stock is in good condition, approximately one-third of the City's housing stock is 30 years or older, the age when most homes start to have rehabilitation needs. The proposed Neighborhood Clean-Up program is an example of the City's pro-active efforts to conserve its current housing stock. The neighborhoods identified as evidencing physical deterioration are specifically targeted for City housing improvement assistance.

1. Single Family Rehabilitation Programs

1a. Home Enhancement Loan Program (HELP II)

The Cypress Redevelopment Agency initiated the HELP II program to provide funds to low and moderate income single-family homeowners to assist with the provision of interior and exterior improvements of their homes. Currently, loans of up to $20,000 are available for help with correcting health and safety code violations, exterior improvements, such as new roof and paint, and interior improvements, including new plumbing and floor covering. Lower income (80% MFI) homeowners may qualify for loans which are completely forgiven after 10 years. The City is currently enhancing marketing efforts for the HELP II program to enhance utilization. One program modification under examination is the assessment of a nominal "up-front" fee for applicants to promote commitment to the program, and decrease the high attrition rate currently experienced.

1b. County CDBG Rehabilitation Loans

Cypress is a cooperating City in the rehabilitation loan program administered through the Orange County Department of Housing and Community Development. This program provides low interest rehabilitation loans to single-family and mobilehome households of up to $15,000 per unit to lower (80% MFI) income homeowners. All health and safety problems must be corrected before any other home improvements can be made. Loans are limited to households located within the City's CDBG target areas.

Five-year Objective: The Redevelopment Agency will continue to provide rehabilitation loans to qualified low and moderate income homeowners. The objective is to provide rehabilitation assistance to 50 households during the five year planning period. In terms of rehabilitation assistance through the County's CDBG program, the City will assist in advertising the program to eligible households, with the goal of assisting 25 households over the five year period.

2. Community Rental Rehabilitation Program

This program proposed by the City's Redevelopment Agency will provide funds for the upgrading of deteriorating and substandard rental properties within the City to assist income qualified tenants within the complexes. The comprehensive rehabilitation of larger rental properties can be undertaken through the pooling of public funds from various agencies, including the County's

Rental Rehabilitation Program which the City is eligible to participate in as part of the Urban County.

Five-year Objective: By 2002, the Redevelopment Agency will develop policies and procedures for implementation of the Community Rental Rehabilitation Program. The objective is to rehabilitate twenty units with Agency assistance over the five year planning period, with additional units to be rehabilitated using outside funding sources.

3. Code Enforcement Program

The objective of the City's Code Enforcement Program is to bring substandard housing units into compliance with City codes. Cypress' building inspectors work closely with the City code enforcement officer to identify units in need of housing assistance. Property owners in violation of City codes are provided information on rehabilitation loans or grants they may be eligible for in correcting code violations.

Five-year Objective: The City will continue to operate its code enforcement program to stem housing deterioration.

4. Neighborhood Clean-up Program

This program proposed by the City will provide trash receptacles, on a periodic basis, to predominately low and moderate income neighborhoods for the purpose of waste disposal and neighborhood cleanup. The provision of funds and/or materials for the purpose of performing deferred maintenance and repair (including exterior painting and roof repair) to properties will also be incorporated into the program. An initial community outreach event is proposed to be conducted in each neighborhood to provide information on available housing rehabilitation and homeownership programs, followed by a neighborhood clean-up day. The Neighborhood Clean-up Program will be administered in conjunction with the provision of proactive code enforcement activity.

Five-year Objective: The City has submitted an application to the County Housing and Community Development Department (HCD) for CDBG funds to initiate a Neighborhood Clean-up Program. Funding would initially be for the 2001-2003 period, at which time the City will reassess the need to continue the program and pursue additional funds as necessary.

5. Preservation of Assisted Rental Housing

Preservation of the City's existing stock of subsidized housing units is far more cost effective than replacing affordable units through new construction. While the City has four subsidized rental projects, only one of these projects is at-risk of conversion to market rate during the next ten year period. The project – 8781 Walker Avenue – is a 42 unit project which was granted a density bonus for setting aside eight (20%) of the project's units for low income households for a ten year period expiring in September, 2001. The project owner accepts Section 8 tenants for the eight income restricted units, although Section 8 assistance is tenant based and not tied to the project. Because Fair Market Rents (FMRs) under the Section 8 program are higher than actual rents in the open market in Cypress, this serves as a strong incentive for the property owner to continue participation in the Section 8 program.

Even though 8781 Walker is at relatively low risk of conversion to market rate, the following are strategies the City may undertake as necessary to preserve this project as affordable rental housing.

a. **Monitor Units At-Risk:** Contact project owner as expiration date on restricted units approach to determine the intent of property owner. Discuss with owner the City's desire to preserve at risk units as affordable to low income households.

b. **Work with Potential Priority Purchasers:** Establish and maintain close contact with public and non-profit agencies, such as the Orange County Community Housing Corporation (OCCHC), interested in purchasing and/or managing units at-risk to inform them of the status of at-risk projects. Solicit technical assistance for additional means of preserving these units at risk from OCCHC and the California Housing Partnership.

c. **Evaluate Provision of Locally Funded Rent Subsidies:** Should market conditions improve in Cypress such that the project owner no longer participates in the Section 8 program, or if Section 8 assistance were no longer available from HUD, additional subsidies would be necessary to maintain affordability to very low income households. The City's Redevelopment Agency could enter into a rent agreement with the project owner of 8781 Walker to provide the necessary rent subsidies, estimated at an annual subsidy amount of about $6,000.

Five-year Objective: The City will seek to preserve the affordability of the eight lower income units at 8781 Walker Avenue.

6. Section 8 Rental Assistance Program

The Section 8 Rental Assistance Program extends rental subsidies to very low-income households who spend more than 30 percent of their gross income on housing. Rental assistance not only addresses housing affordability, but also overcrowding by allowing families that may be "doubling up" to afford their own housing. The County Housing and Community Development Department, through the Orange County Housing Authority (OCHA), coordinates Section 8 rental housing on behalf of the City of Cypress.

Five-year Objective: The City's objective is to continue current levels of Section 8 rental assistance, and to direct eligible households to the County program.

7. Rental Deposit Guarantee Program

This program proposed by the City would assist income-qualified renters currently residing in local area motels with funds to cover the initial "upfront" costs of securing an apartment. Up to $3,000 would be allocated per household to cover first and last month's rent and the security deposit. Program participants would be required to satisfactorily complete a financial and "life skills" training program before receiving assistance.

Five-year Objective: The City has submitted an application to the County Housing and Community Development Department (HCD) for CDBG funds to establish a Rental Deposit Guarantee Program. Funding would be for the 2001-2003 period, and would enable the City to assist approximately 20 households over the two year period. Should the City not be awarded CDBG funds for this purpose, the City will consider directing redevelopment housing set-aside funds to implement this program.

ASSISTING IN THE PROVISION OF AFFORDABLE HOUSING

To enable more households, especially renters, to own homes in Cypress, the City offers programs for first-time homebuyer assistance. New construction is a major source of housing for prospective

homeowners and renters but generally requires public sector support for the creation of units affordable to lower income households. The following programs attempt to address the overall need for the provision of both affordable homeownership and rental housing in Cypress.

8. Home Equity Loan Program (HELP I)

The Cypress Redevelopment Agency initiated the HELP I Program in 1997 to provide funds to low and moderate-income homebuyers who wish to purchase a home within the City, including households who have not owned a home within the last three years. Loans of up to $25,000 are available to program participants for help with the down payment, including a portion of non-recurring closing costs. The City reassessed the HELP I Program in 2000, and expanded eligibility to permit mobilehome owners to participate in the program. The City has also expanded the level of redevelopment set-aside directed to this program given the demand for assistance.

Five-year Objective: The City's objective is to provide assistance to 60 first-time homebuyers over the five year planning period.

9. Mortgage Credit Certificate

The Mortgage Credit Certificate (MCC) program is a federal program that allows qualified first-time homebuyers to take an annual credit against federal income taxes of up to 15 percent of the annual interest paid on the applicant's mortgage. This enables homebuyers to have more income available to qualify for a mortgage loan and make the monthly mortgage payments. The value of the MCC must be taken into consideration by the mortgage lender in underwriting the loan and may be used to adjust the borrower's federal income tax withholding. The MCC program has covenant restrictions to ensure the affordability of the participating homes for a period of 15 years. MCCs can be used in conjunction with Cypress' HELP I program.

Five-year Objective: Through the County, the City will continue to provide MCCs to qualified first-time homebuyers. The objective is to provide four (4) MCCs per year.

10. Affordable Housing Development

For-profit and non-profit housing developers can play an important role in providing affordable housing in Cypress. The City has granted land write-downs, regulatory incentives, and direct financial assistance to a number of developers to provide both ownership and rental housing to low- and moderate-income households.

A major focus of the Lincoln Avenue Specific Plan is to provide for housing at key locations along Lincoln Avenue, although current market conditions do not support residential development along this corridor without some form of subsidy. The City and Redevelopment Agency could offer financial and regulatory incentives for the development of affordable housing within mixed use developments along Lincoln Avenue in support of both land use and housing goals.

Five-year Objective: The City will continue to provide financial and regulatory incentives to private developers to increase the supply of affordable housing in Cypress. Consistent with the Redevelopment Agency's Implementation Plan, the City's five year objective will be to assist in the development of 36 affordable units.

11. Density Bonus

The City of Cypress has incorporated provisions into its Zoning Code (Section 9, Division 3) to allow density bonuses in return for guarantees of affordable dwelling units in new construction as provided by State law. Density increases of greater than 25 percent may be granted if a higher percentage of units beyond the minimum eligibility requirements are designated for lower income households. Prospective developers are provided with a list of standards for density bonus projects in the City, including tenant/owner income requirements, rent/mortgage limits, length of affordability, and requirements that affordable units be of comparable quality to market rate units in the project. The developer shall agree to and the City shall ensure continued affordability of all lower income density bonus units for a minimum 30-year period. These standards are enforced through a Density Bonus Agreement which serves as a contract between the City and the developer.

Five-year Objective: The City will continue to utilize density bonuses as a means of supporting the development of mixed income housing projects.

PROVIDING ADEQUATE HOUSING SITES

A major element in meeting the housing needs of all segments of the community is the provision of adequate sites of all types, sizes and prices of housing. The City's General Plan, Zoning Ordinance, and specific plans dictate where housing may locate, thereby affecting the supply of land available for residential development.

12. Land Use Element

A key element in satisfying the housing needs of all segments of the community is the provision of adequate sites for housing of all types, sizes and prices. This is an important function in both zoning and General Plan land use designations. A variety of residential types are provided for in Cypress, ranging in density from one to 20 dwelling units per acre, with higher densities achievable through the City's density bonus provisions. The residential development capacity under the Cypress Land Use Plan is adequate to meet the City's share of regional housing needs, which has been identified as 578 dwelling units over the next five years. In addition, the Lincoln Avenue Specific Plan permits multifamily residential densities above ground floor commercial uses of up to 25 units per acre.

Five-year Objective: The City will continue to provide appropriate land use designations, coupled with incentives for the development of affordable housing, to address its share of regional housing needs.

13. Residential Site Inventory

As an established City with the majority of remaining residential development opportunities to occur through infill, an active program for site identification is essential in Cypress. In conjunction with update of the General Plan and development of a computerized land use data base, City planning staff have initiated a program to maintain an inventory of vacant and redevelopable residential sites in Cypress for use by interested parties in identifying development opportunities.

Five-year Objective: The City will maintain an up-to-date residential sites inventory, and provide this inventory to interested developers.

REMOVING GOVERNMENTAL CONSTRAINTS

Under current State law, Cypress' Housing Element must address, and where legally possible, remove governmental constraints affecting the maintenance, improvement, and development of housing. The following programs are designed to mitigate government constraints on residential development and facilitate the development of a variety of housing.

14. Regulatory and Financial Assistance

Cypress has a strong track record in providing regulatory and/or financial incentives to facilitate the development of affordable housing. The City can provide the following incentives to for-profit and non-profit developers to reduce the costs of providing affordable housing: density bonus, deferral of development impact fees, flexible development standards, assistance in applying for public funds as well as any other viable means. Where direct Agency assistance is involved, the City would typically enter into a Development Agreement which may also provide regulatory relief from density, parking, and other multi-family development standards in exchange for affordable housing.

Five-year Objectives: The City will continue to offer regulatory and/or financial incentives to facilitate the provision of affordable housing by private developers. The City will periodically review all regulations, ordinances, and residential fees related to housing rehabilitation and/or construction to assess their impact on housing costs, and revise as appropriate.

15. Efficient Project Processing

The Cypress Community Development Department has a streamlined review process. Residential projects in Cypress generally receive concurrent processing and are governed by one decision-making body, thereby shortening review time and minimizing related holding costs. Nonetheless, a policy for priority processing of affordable housing project applications can assist in keeping project holding costs low.

Five-year Objective: The City will continue to offer streamline development processing, and will offer priority processing for affordable housing developments.

PROMOTING EQUAL HOUSING OPPORTUNITIES

To adequately meet the housing needs of all segments of the community, the housing plan must include program(s) that promote housing opportunities for all persons regardless of race, religion, sex, family size, marital status, ancestry, national origin, color, age, or physical disability.

16. Fair Housing Program

The City uses the services of the Orange County Fair Housing Council for fair housing outreach and educational information, fair housing complaints, tenant/landlord dispute resolution, and housing information and counseling. The role of the Council is to provide services to jurisdictions, agencies, and the general public to further fair housing practices in the sale or rental of housing. Cypress advertises the fair housing program through placement of fair housing services brochures at the public counter, and through the City's newsletter.

Five-year Objective: The City will continue to promote fair housing practices, and provide educational information on fair housing to the public. The City will refer fair housing complaints to the Orange County Fair Housing Council.

Table HOU-5
HOUSING IMPLEMENTATION PROGRAM SUMMARY

Housing Program	Program Goal	Five-Year Objective(s Time Frame	Funding Source(s)	Responsible Agency
Conserving the Existing Supply of Affordable Housing				
1. Single-Family Rehabilitation	Assist homeowners with the improvement of their homes.			
1a. Home Enhancement Loan Program (HELP II)		Provide rehabilitation assistance to 50 households.	Redevelopment Set-Aside Funds	Community Development Department
1b. County CDBG Rehab		Assist 25 households	CDBG	Orange County HCD
2. Community Rental Rehabilitation Program	Upgrade deteriorating and substandard rental properties.	Establish policies and procedures by 2002, and rehabilitate 20 units with Agency assistance.	Redevelopment Set-Aside Funds; HOME; Other Funds	Community Development Department; Orange County HCD
3. Code Enforcement Program	Bring substandard units into compliance with City codes.	Continue to operate the Code Enforcement Program.	General Fund	Community Development Department
4. Neighborhood Cleanup Program	Provide assistance for neighborhood cleanup projects.	Pursue County CDBG funds in 2000 to implement neighborhood clean-up program in targeted neighborhoods in 2001 - 2003.	CDBG	Community Development Department; Orange County HCD
5. Preservation of Assisted Rental Housing	Preserve the City's at-risk housing stock.	Preserve the affordability of the 8 lower income units at 8781 Walker Avenue.	Redevelopment Set-Aside Funds (as necessary)	Community Development Department
6. Section 8 Rental Assistance Program	Provide rental subsidies to very low-income households.	Continue current levels of rental assistance and direct eligible households to the County program.	HUD	Orange County Housing Authority
7. Rent Deposit Guarantee Program	Help income-qualified renters residing in motels to cover the initial "upfront" costs of securing an apartment.	Apply to County HCD for CDBG funds in 2000, and begin program implementation in 2001. Provide assistance to approximately 20 households.	CDBG; Redevelopment Set-Aside Funds (as necessary)	Community Development Department; Orange County HCD
Assisting in the Provision of Housing				
8. Home Equity Loan Program (HELP I)	Expand homeownership opportunities for lower and moderate-income homebuyers.	Provide assistance to 60 first-time homebuyers.	Redevelopment Set-Aside Funds	Community Development Department
9. Mortgage Credit Certificate (MCC)	Expand homeownership opportunities for lower and moderate-income homebuyers.	Provide 4 MCCs annually.	Federal Tax Credits	Orange County Community Development Commission

Housing Program	Program Goal	Five-Year Objective(s Time Frame	Funding Source(s)	Responsible Agency
10. Affordable Housing Development	Facilitate affordable housing development by for-profit and non-profit housing developers/ corporations.	Continue to provide financial and regulatory incentives to private developers. Assist in the development of 36 affordable units.	Redevelopment Set-Aside Funds	Community Development Department
11. Density Bonus	Facilitate the development of mixed income housing projects.	Continue to utilize density bonuses to support development of mixed income housing projects.	Redevelopment Set-Aside Funds (as necessary)	Community Development Department
Providing Adequate Residential Sites				
12. Land Use Element	Provide adequate sites for future housing development.	Provide appropriate land use designations, coupled with incentives for the development of affordable housing, to address the City's share of regional housing needs.	Redevelopment Set-Aside Funds (as necessary)	Community Development Department
13. Residential Site Inventory	Identify sites for future housing development.	Beginning in 2000 with the General Plan update, maintain an up-to-date residential sites inventory, and provide to interested developers.	General Fund	Community Development Department
Removing Governmental Constraints				
14. Regulatory and Financial Assistance	Facilitate the production of affordable housing through provision of regulatory and financial assistance.	Continue to offer incentives for affordable housing. Periodically review all regulations, ordinances, and fees.	Redevelopment Set-Aside Funds	Community Development Department
15. Efficient Project Processing	Provide efficient development processing procedures.	Continue to offer stream-line development processing. Offer priority processing for affordable housing developments.	General Fund	Community Development Department
Promoting Equal Housing Opportunities				
16. Fair Housing Program	Further fair housing practices in the community.	Continue to promote fair housing practices. Provide educational information on fair housing to the public. Refer fair housing complaints to the Orange County Fair Housing Council.	CDBG	Community Development Department; Orange County Fair Housing Council

Five-Year Goals Summary:

TOTAL UNITS TO BE CONSTRUCTED: 578 (107 Very Low, 73 Low, 171 Moderate, 227 Upper)

TOTAL UNITS TO BE REHABILITATED: 95 (60 Low, 35 Moderate)

TOTAL UNITS TO BE CONSERVED: Maintain current levels of Section 8 rent subsidies for very low income households. Conserve 124 low and moderate income assisted rental units. Preserve two mobile home parks (370 units).

GOALS AND POLICIES

The prior chapters of the Housing Element establish the housing needs, opportunities and constraints in the City of Cypress, as well as the Housing Plan and programs required to meet the City's long-range housing goals. This section of the Housing Element contains the goals and policies the City intends to implement to address a number of important housing-related issues, and will serve as a guide to City officials in daily decision-making. The following five issue areas are addressed by the goals and policies of this Element:

- Conserving and improving the condition of the existing stock of affordable housing;
- Assisting in the development of affordable housing;
- Providing adequate sites to achieve a diversity of housing;
- Removing governmental constraints, as necessary; and
- Promoting equal housing opportunity.

CONSERVING AND IMPROVING HOUSING STOCK (MAINTENANCE AND PRESERVATION OF HOUSING)

HOU-1: Increase the supply of sound housing at prices affordable by all segments of the community through the rehabilitation of substandard housing units.

HOU-1.1: Focus rehabilitation assistance in the City's rehabilitation target areas in order to create substantive neighborhood improvement and stimulate additional improvement efforts.

HOU-1.2: Continue to provide rehabilitation and home improvement assistance to low- and moderate-income households, seniors, and the disabled.

HOU-1.3: Preserve and improve the quality of affordable rental housing by providing rehabilitation and refinancing assistance to owners of rental properties.

HOU-1.4: Coordinate with non-profit housing providers in the acquisition and rehabilitation of older apartment complexes and maintenance as long-term affordable housing.

HOU-2: Maintain and improve the supply of sound, affordable housing in Cypress through the conservation of the currently sound housing stock and residential neighborhoods in the City.

HOU-2.1: Promote increased awareness among property owners and residents of the importance of property maintenance to long-term housing quality.

HOU-2.2: Conserve existing affordable rental housing through placement of long term affordability controls on assisted housing, and through provision of rent subsidies to buy down the cost of market rate units.

HOU-2.3: Encourage vigorous enforcement of existing building, safety, and housing codes to promote property maintenance, and bring substandard units into compliance with city codes.

DEVELOPMENT OF AFFORDABLE HOUSING (HOUSING OPPORTUNITIES)

HOU-3: Encourage the provision of a wide range of housing by location, type of unit, and price to meet the existing and future needs of Cypress residents. Establish a balanced approach to meeting housing needs of both renter and owner households.

HOU-3.1: Use financial and/or regulatory incentives where feasible to encourage the development of affordable housing by both the private and public sectors.

HOU-3.2: Provide homeownership assistance to low- and moderate-income households.

HOU-3.3: Support the provision of affordable housing to accommodate large families.

HOU-3.4 Facilitate the development of senior housing with supportive services.

HOU-3.5 Provide a variety of residential development opportunities in the City, ranging from low density to high density, as designated by Land Use policy.

PROVISION OF ADEQUATE HOUSING SITES

HOU-4: Provide adequate housing sites through appropriate land use, zoning, and specific plan designations to accommodate the City's share of regional housing needs.

HOU-4.1: Encourage residential construction in areas which can be adequately served by public services and facilities in accordance with local plans and programs.

HOU-4.2: Facilitate development of a range of housing types in the City's targeted areas including redevelopment areas Lincoln Avenue and Civic Center.

HOU-4.3: Identify available in-fill lots for future housing development opportunities

HOU-4.4: Ensure compatibility of new residential development with existing development to enhance the City's residential neighborhoods.

REMOVAL OF GOVERNMENTAL CONSTRAINTS

HOU-5: Mitigate any potential governmental constraints to housing production and affordability.

HOU-5.1: Offer financial and/or regulatory incentives where feasible to off-set or reduce the costs of developing affordable housing.

HOU-5.2: Monitor all regulations, ordinances, departmental processing procedures, and residential fees related to rehabilitation and/or construction to assess their impact on housing costs, and revise as appropriate, to ensure that they do not constrain housing development.

HOU-5.3: Maintain the City's expedited and coordinated permit processing system.

HOU-5.4: Provide priority development review processing for low and moderate income housing applications.

HOU-5.5: Amend the zoning ordinance to permit the development of transitional housing in the City's multi-family residential zones and emergency shelters in commercial and industrial zones, subject to a CUP.

EQUAL HOUSING OPPORTUNITY (ACCESSIBILITY OF HOUSING)

HOU-6 Promote equal opportunity for all residents to reside in the housing of their choice.

HOU-6.1: Continue to enforce fair housing laws prohibiting arbitrary discrimination in the sale or rental of housing with regard to race, ethnic background, religion, handicap, income, sex, age and household composition.

HOU-6.2: Promote housing which meets the special needs of elderly persons and the handicapped.

HOU-6.3: Encourage the provision of adequate housing to meet the needs of families of all sizes.

HOU-6.4: Continue active support and participation with the Orange County Fair Housing Council to further fair housing opportunities.

X. Implementation

X. Implementation Program

Introduction to the Implementation Program

This program describes the initial actions stated in the General Plan that will assist in the carrying out of the ultimate policy goals of the City of Cypress. An annual review of this program will be done in concert with the annual budget cycle so that the City's fiscal resources can be focused on the development of priorities that respond to policy direction as set forth in the General Plan.

The following Implementation Actions are categorized by General Plan Element. Each of the Implementation Actions are assigned a numeric designation (IMP-xx) in order to provide ease of reference, with the exception of the Housing Element which numerically (1, 2, 3, etc.) lists the implementation programs. It should also be noted that the numeric designations are not prioritized and, therefore, do not represent a preferred sequence of actions.

The City of Cypress intends to ensure continuous interaction between the General Plan and its Implementation Actions that will ensure a high level of consistency. As conditions or circumstances merit change, refinements to the General Plan and Implementation Program will be initiated.

LAND USE ELEMENT

The following implementation actions shall implement the goals and policies of the Land Use Element of the Cypress General Plan:

- **IMP-2.1: Update the City of Cypress Zoning Ordinance**

  The City of Cypress is a charter City and has no explicit requirement to ensure that zoning is consistent with the General Plan. However, the City strives to formulate zoning consistent with the General Plan. To ensure this consistency, the City will evaluate potential conflicts between general plan policy and zoning regulations in order to achieve consistency.

- **IMP-2.2: Continued Implementation of Specific Plans Governing the Cypress Business Park**

  The City of Cypress has adopted six specific plans to govern the 587-acre Cypress Business Park. The Cypress Business Park Specific Plans coordinate development within the area to ensure high quality development through the implementation of design standards and regulations. To ensure this high quality development will continue, the City of Cypress will continue to implement the Specific Plans that regulate development in the Cypress Business Park area consistent with the goals and policies of the General Plan.

- **IMP-2.3: Continue Further Investigation for the Disposition of the Former Union Pacific Right-of-Way**

  The City has evaluated potential options in the future disposition of the former Union Pacific Right-of-Way. The unique location of the abandoned right-of-way in the Cypress Business Park and the expressed interest by property owners provides an opportunity to capitalize on the opportunities presented in this area. The City will continue to investigate additional options for development and/or utilization of the area through continued discussions with adjacent property owners and evaluating the feasibility of allowable land uses within those classifications.

- **IMP-2.4: Conduct Further Studies in the Gay/Denni Street and Belmont/La Salle Street Annexation Study Areas**

  The evaluation of the Crescent Street/Lincoln Avenue annexation area's three sub-areas (Gay/Denni Street, Belmont/La Salle, and Bishop Street) has resulted in the identification of issues related to the existing and future development. The City will continue to conduct further studies within the Gay/Denni and Belmont/La Salle sub-areas to resolve issues related to land use compatibility, character, and design.

CIRCULATION ELEMENT

The following Implementation Actions shall implement the goals and policies of the Circulation Element of the General Plan:

- **IMP-3.1: Continue to Monitor Traffic Impacts Associated with New Development**

  At General Plan buildout conditions, the City's circulation system is anticipated to be operating at capacity conditions within certain road segments and key intersections. As such, it is imperative to closely evaluate and monitor new development as it occurs in order to determine its impacts on the surrounding street system.

- **IMP-3.2: Improve Impacted Intersections**

  Future buildout conditions will affect three key intersections during peak hours. The Lincoln/Walker, Valley View/Ball and Katella/Knott intersections will reach the City's adopted LOS standard of "E". Therefore, continued monitoring conditions at these three intersections and insuring LOS standards will not be exceeded shall be conducted as warranted.

CONSERVATION/OPEN SPACE/RECREATION ELEMENT

The following Implementation Actions shall implement the goals and policies of the Conservation/Open Space/Recreation Element of the General Plan:

- **IMP-5.1: Continue to Evaluate Strategies for Conservation of Energy Resources**

  The City's acknowledges the need to reduce energy consumption. Reduction in energy consumption will require continued evaluation of strategies that conserve energy resources. The City of Cypress will evaluate existing and evolving strategies that contribute to the conservation of energy resources in the City including, but not limited to; solar power, energy efficient building design and compliance with Title 24 Energy Regulations.

- **IMP-5.2: Continue to Implement the City's Landmark Tree Ordinance**

  The City of Cypress has identified a number of landmark trees within the City. These "landmark trees" provide a unique vegetative resource within the City. In order to preserve this resource, the City has established a landmark tree ordinance to protect trees from removal, alteration or pruning unless comparable replacement resources are provided. Continued application of the landmark tree ordinance will ensure the protection of this unique resource.

- **IMP-5.3: Implement Green Waste Program**

  Green waste represents a significant portion of the waste stream. Reduction in green waste generation ultimately reduces the demand for landfill spaces. The City is in the process of developing a Green Waste Program, which seeks to reduce green waste generation by 20 percent. Implementation of the goals and policies related to reducing waste generation requires full implementation of the Green Waste Program.

- **IMP-5.4: Seek Additional Cooperative Arrangements with Schools to Provide Open Space**

  The City of Cypress currently has informal use arrangements with both the Anaheim Union High School and Cypress Elementary School Districts to provide additional recreational resources for the City's residents. Capital investments required to provide additional park facilities and open space can be a motivating factor in establishing the shared use of these existing facilities. Therefore, the City of Cypress will seek additional opportunities to establish cooperative arrangements with schools to provide additional open space resources for its residents.

- **IMP-5.5: Seek Cooperative Arrangement with Other Park Departments and Districts**

  Establishment of cooperative arrangements with surrounding parks departments and districts will expand the opportunities for local residents as well as reduce the fiscal impacts associated with funding, development and maintenance of a diverse recreational program. Seeking cooperative arrangements with surrounding communities and districts will expand recreational choice with limited fiscal impacts.

NOISE ELEMENT

The following Implementation Actions shall implement the goals and policies of the Noise Element of the Cypress General Plan:

- **IMP-6.1: Continue to Review and Enforce the City' Noise Ordinance**

  The City's Noise Ordinance sets forth standards for acceptable noise levels citywide and provides the means to enforce the reduction of obnoxious or offensive noise, as set forth in Sections 13-64 through 13-78 of the Cypress Municipal Code. Enforcement of the Noise Ordinance includes requiring proposed development to show compliance with the ordinance, as well as requiring construction related activities and uses to comply with acceptable noise thresholds.

- **IMP-6.2: Continue to Enforce Site Planning and Design Standards for the Reduction of Noise Impacts**

  The City's Noise Ordinance and Municipal Code set forth the regulatory guidelines, criteria, site planning and design standards necessary to mitigate noise impacts associated with new development. In addition, regulations contained within the City's various Specific Plans provide site-specific standards related to noise abatement.

- **IMP-6.3: Continue to Coordinate Land Use Planning and Design Efforts Within the Environs of the Joint Forces Training Center (JFTC)**

  The Joint Forces Training Center (JFTC) Los Alamitos is situated along the southern jurisdictional boundary of the City. Although the facility is not within the City's jurisdictional boundaries, the aircraft approach pattern's impact zone extends through the City. Therefore, it is imperative that future development within the JFTC environs thoroughly address land use impacts through the City's development review process.

AIR QUALITY ELEMENT

The following Implementation Actions shall implement the goals and policies of the Air Quality Element of the Cypress General Plan:

- **IMP-7.1: Coordinate the Implementation of Transportation and Land Use Measures as Contained in the Air Quality Management Plan (AQMP) with SCAQMD and SCAG**

  Air quality is a regional issue requiring the participation of local, and regional agencies in order to establish a coordinated effort in improving air quality in the region. The City of Cypress will continue with a coordinated effort to implement the provisions of the region's Air Quality Management Plan (AQMP) with the South Coast Air Quality Management District and the Southern California Association of Governments.

GROWTH MANAGEMENT ELEMENT

The Growth Management of the General Plan establishes policy guidance in order to comply with Measure M, the Orange County initiative that imposes requirements for funding related to transportation improvements. The following Implementation Actions shall implement the goals and policies of the Growth Management Element:

- **IMP-8.1: Continue to Implement the Development Mitigation Program**

  This program ensures new development pays its share of needed transportation improvements to the City's roadway network associated with that development. These requirements include the payment of citywide traffic fees, regional traffic fees and the Los Alamitos Settlement Agreement Traffic Fee. Continued implementation of this program will ensure that all future development will occur in conjunction with necessary transportation improvements.

- **IMP-8.2: Provide Annual Performance Monitoring**

  In order to provide for an annual evaluation of compliance with newly approved development phasing allocations, the City of Cypress Performance Monitoring Program provides an annual evaluation of the maintenance of transportation service levels. Annual traffic reports prepared under this program shall utilize data collected within three (3) months of preparation of the report.

- **IMP-8.3: Continue to Implement Comprehensive Phasing Program**

  In order to ensure that adequate infrastructure is constructed as development occurs, the City has instituted a Phasing Program linking construction with infrastructure improvements. The City will continue to implement this phasing program as a means to ensure the relationship between growth and the provision of infrastructure.

- **IMP-8.4: Continue to Implement Capital Improvement Program**

  The Capital Improvement Program estimates future development over a seven-year period and determines the necessary infrastructure and associated costs required for this new development. The Capital Improvement Program is closely linked to the Comprehensive Phasing Plans. The City will utilize the Capital Improvement Program to meet and maintain adopted Level of Service and Performance Standards.

HOUSING ELEMENT

GOALS AND POLICIES

CONSERVING AND IMPROVING HOUSING STOCK (MAINTENANCE AND PRESERVATION OF HOUSING)

HOU-1: Increase the supply of sound housing at prices affordable by all segments of the community through the rehabilitation of substandard housing units.

HOU-1.1: Focus rehabilitation assistance in the City's rehabilitation target areas in order to create substantive neighborhood improvement and stimulate additional improvement efforts.

HOU-1.2: Continue to provide rehabilitation and home improvement assistance to low- and moderate-income households, seniors, and the disabled.

HOU-1.3: Preserve and improve the quality of affordable rental housing by providing rehabilitation and refinancing assistance to owners of rental properties.

HOU-1.4: Coordinate with non-profit housing providers in the acquisition and rehabilitation of older apartment complexes and maintenance as long-term affordable housing.

HOU-2: Maintain and improve the supply of sound, affordable housing in Cypress through the conservation of the currently sound housing stock and residential neighborhoods in the City.

HOU-2.1: Promote increased awareness among property owners and residents of the importance of property maintenance to long-term housing quality.

HOU-2.2: Conserve existing affordable rental housing through placement of long term affordability controls on assisted housing, and through provision of rent subsidies to buy down the cost of market rate units.

HOU-2.3: Encourage vigorous enforcement of existing building, safety, and housing codes to promote property maintenance, and bring substandard units into compliance with city codes.

DEVELOPMENT OF AFFORDABLE HOUSING (HOUSING OPPORTUNITIES)

HOU-3: Encourage the provision of a wide range of housing by location, type of unit, and price to meet the existing and future needs of Cypress residents. Establish a balanced approach to meeting housing needs of both renter and owner households.

HOU-3.1: Use financial and/or regulatory incentives where feasible to encourage the development of affordable housing by both the private and public sectors.

HOU-3.2: Provide homeownership assistance to low- and moderate-income households.

HOU-3.3: Support the provision of affordable housing to accommodate large families.

HOU-3.4 Facilitate the development of senior housing with supportive services.

HOU-3.5 Provide a variety of residential development opportunities in the City, ranging from low density to high density, as designated by Land Use policy.

PROVISION OF ADEQUATE HOUSING SITES

HOU-4: Provide adequate housing sites through appropriate land use, zoning, and specific plan designations to accommodate the City's share of regional housing needs.

HOU-4.1: Encourage residential construction in areas which can be adequately served by public services and facilities in accordance with local plans and programs.

HOU-4.2: Facilitate development of a range of housing types in the City's targeted areas including redevelopment areas Lincoln Avenue and Civic Center.

HOU-4.3: Identify available in-fill lots for future housing development opportunities

HOU-4.4: Ensure compatibility of new residential development with existing development to enhance the City's residential neighborhoods.

REMOVAL OF GOVERNMENTAL CONSTRAINTS

HOU-5: Mitigate any potential governmental constraints to housing production and affordability.

HOU-5.1: Offer financial and/or regulatory incentives where feasible to off-set or reduce the costs of developing affordable housing.

HOU-5.2: Monitor all regulations, ordinances, departmental processing procedures, and residential fees related to rehabilitation and/or construction to assess their impact on housing costs, and revise as appropriate, to ensure that they do not constrain housing development.

HOU-5.3: Maintain the City's expedited and coordinated permit processing system.

HOU-5.4: Provide priority development review processing for low and moderate income housing applications.

HOU-5.5: Amend the zoning ordinance to permit the development of transitional housing in the City's multi-family residential zones and emergency shelters in commercial and industrial zones, subject to a CUP.

EQUAL HOUSING OPPORTUNITY (ACCESSIBILITY OF HOUSING)

HOU-6 Promote equal opportunity for all residents to reside in the housing of their choice.

HOU-6.1: Continue to enforce fair housing laws prohibiting arbitrary discrimination in the sale or rental of housing with regard to race, ethnic background, religion, handicap, income, sex, age and household composition.

HOU-6.2: Promote housing which meets the special needs of elderly persons and the handicapped.

HOU-6.3: Encourage the provision of adequate housing to meet the needs of families of all sizes.

HOU-6.4: Continue active support and participation with the Orange County Fair Housing Council to further fair housing opportunities.

HOUSING PROGRAM STRATEGY

The goals and policies contained in the Housing Element address identified housing needs for the City of Cypress, and are implemented through a series of housing programs offered through the City's Community Development Department and Redevelopment Agency. Housing programs define the specific actions the City will undertake to achieve the stated goals and policies. According to Section 65583 of the State Government Code, a jurisdiction's housing programs must address the following five major areas:

- Conserving and improving the condition of the existing stock of affordable housing;
- Assisting in the development of affordable housing;
- Providing adequate sites to achieve a diversity of housing;
- Removing governmental constraints, as necessary; and
- Promoting equal housing opportunity.

The housing programs described on the following pages include existing programs as well as several new programs which have been added to address the City's housing needs. The program summary (Table IMP-1) included at the end of this section specifies for each program the following: five-year objective(s), time frame, funding source(s), and agency responsible for program implementation. With an estimated $2.6 million available for Housing Fund expenditures from 2000 to 2004, and a Housing Fund balance of $900,000 as of 7/1/2000, Cypress redevelopment housing funds will provide an important source of funding for implementation of the City's housing programs.

CONSERVING THE EXISTING SUPPLY OF AFFORDABLE HOUSING

Conserving and improving the City's housing stock is an important goal for Cypress. While most of Cypress' housing stock is in good condition, approximately one-third of the City's housing stock is 30 years or older, the age when most homes start to have rehabilitation needs. The proposed neighborhood Clean-Up program is an example of the City's pro-active efforts to conserve its current housing stock. The neighborhoods identified as evidencing physical deterioration are specifically targeted for City housing improvement assistance.

➢ 1. Single Family Rehabilitation Programs

1a. Home Enhancement Loan Program (Help II)

The Cypress Redevelopment Agency initiated the HELP II program to provide funds to low and moderate income single-family homeowners to assist with the provision of interior and exterior improvements of their homes. Currently, loans of up to $20,000 are available for help with correcting health and safety code violations, exterior improvements, such as new roof and paint, and interior improvements, including new plumbing and floor covering. Lower income (80% MFI) homeowners may qualify for loans which are completely forgiven after 10 years. The City is currently enhancing marketing efforts for the HELP II program to enhance utilization. One program modification under examination is the assessment of a nominal "up-front" fee for applicants to promote commitment to the program, and decrease the high attrition rate currently experienced.

1b. County CDBG Rehabilitation Loans

Cypress is a cooperating City in the rehabilitation loan program administered through the Orange County Department of Housing and Community Development. This program provides low interest rehabilitation loans to single-family and mobilehome households of up to $15,000 per unit to lower (80% MFI) income homeowners. All health and safety problems must be corrected before any other home improvements can be made. Loans are limited to households located within the City's CDBG target areas.

Five-Year Objective: The Redevelopment Agency will continue to provide rehabilitation loans to qualified low and moderate income homeowners. The objective is to provide rehabilitation assistance to 50 households during the five year planning period. In terms of rehabilitation assistance through the County's CDBG program, the City will assist in advertising the program to eligible households, with the goal of assisting 25 households over the five year period.

➢ 2. Community Rental Rehabilitation Program

This program proposed by the City's Redevelopment Agency will provide funds for the upgrading of deteriorating and substandard rental properties within the City to assist income qualified tenants within the complexes. The comprehensive rehabilitation of larger rental properties can be undertaken through the pooling of public funds from various agencies, including the County's Rental Rehabilitation Program which the City is eligible to participate in as part of the Urban County.

Five-Year Objective: By 2002, the Redevelopment Agency will develop policies and procedures for implementation of the Community Rental Rehabilitation Program. The objective is to rehabilitate twenty units with Agency assistance over the five year planning period, with additional units to be rehabilitated using outside funding sources.

➢ 3. Code Enforcement Program

The objective of the City's Code Enforcement Program is to bring substandard housing units into compliance with City codes. Cypress' building inspectors work closely with the City code enforcement officer to identify units in need of housing assistance. Property owners in violation of City codes are provided information on rehabilitation loans or grants they may be eligible for in correcting code violations.

Five-Year Objective: The City will continue to operate its code enforcement program to stem housing deterioration.

➢ 4. Neighborhood Clean-Up Program

This program proposed by the City will provide trash receptacles, on a periodic basis, to predominately low and moderate income neighborhoods for the purpose of waste disposal and neighborhood cleanup. The provision of funds and/or materials for the purpose of performing deferred maintenance and repair (including exterior painting and roof repair) to properties will also be incorporated into the program. An initial community outreach event is proposed to be conducted in each neighborhood to provide information on available housing rehabilitation and homeownership programs, followed by a neighborhood clean-up day. The Neighborhood Clean-up Program will be administered in conjunction with the provision of proactive code enforcement activity.

Five-Year Objective: The City has submitted an application to the County Housing and Community Development Department (HCD) for CDBG funds to initiate a Neighborhood Clean-Up Program. Funding would initially be for the 2001-2003 period, at which time the City will reassess the need to continue the program and pursue additional funds as necessary.

➢ 5. Preservation Of Assisted Rental Housing

Preservation of the City's existing stock of subsidized housing units is far more cost effective than replacing affordable units through new construction. While the City has four subsidized rental projects, only one of these projects is at-risk of conversion to market rate during the next ten year period. The project – 8781 Walker Avenue – is a 42 unit project which was granted a density bonus for setting aside eight (20%) of the project's units for low income households for a ten year period expiring in September, 2001. The project owner accepts Section 8 tenants for the eight income restricted units, although Section 8 assistance is tenant based and not tied to the project. Because Fair Market Rents (FMRs) under the Section 8 program are higher than actual rents in the open market in Cypress, this serves as a strong incentive for the property owner to continue participation in the Section 8 program.

Even though 8781 Walker is at relatively low risk of conversion to market rate, the following are strategies the City may undertake as necessary to preserve this project as affordable rental housing.

a. **Monitor Units At-Risk:** Contact project owner as expiration date on restricted units approach to determine the intent of property owner. Discuss with owner the City's desire to preserve at risk units as affordable to low income households.

b. **Work With Potential Priority Purchasers:** Establish and maintain close contact with public and non-profit agencies, such as the Orange County Community Housing Corporation (OCCHC), interested in purchasing and/or managing units at-risk to inform them of the status of at-risk projects. Solicit technical assistance for additional means of preserving these units at risk from OCCHC and the California housing partnership.

c. **Evaluate Provision Of Locally Funded Rent Subsidies:** Should market conditions improve in Cypress such that the project owner no longer participates in the Section 8 program, or if Section 8 assistance were no longer available from HUD, additional subsidies would be necessary to maintain affordability to very low income

households. The City's Redevelopment Agency could enter into a rent agreement with the project owner of 8781 walker to provide the necessary rent subsidies, estimated at an annual subsidy amount of about $6,000.

Five-year Objective: The City will seek to preserve the affordability of the eight lower income units at 8781 Walker Avenue.

➢ **6. Section 8 Rental Assistance Program**

The Section 8 Rental Assistance Program extends rental subsidies to very low-income households who spend more than 30 percent of their gross income on housing. Rental assistance not only addresses housing affordability, but also overcrowding by allowing families that may be "doubling up" to afford their own housing. The County Housing and Community Development Department, through the Orange County Housing Authority (OCHA), coordinates Section 8 rental housing on behalf of the City of Cypress.

Five-year Objective: The city's objective is to continue current levels of Section 8 rental assistance, and to direct eligible households to the County program.

➢ **7. Rental Deposit Guarantee Program**

This program proposed by the City would assist income-qualified renters currently residing in local area motels with funds to cover the initial "upfront" costs of securing an apartment. Up to $3,000 would be allocated per household to cover first and last month's rent and the security deposit. Program participants would be required to satisfactorily complete a financial and "life skills" training program before receiving assistance.

Five-year Objective: The City has submitted an application to the County Housing and Community Development Department (HCD) for CDBG funds to establish a rental deposit guarantee program. Funding would be for the 2001-2003 period, and would enable the City to assist approximately 20 households over the two year period. Should the City not be awarded CDBG funds for this purpose, the City will consider directing redevelopment housing set-aside funds to implement this program.

ASSISTING IN THE PROVISION OF AFFORDABLE HOUSING

To enable more households, especially renters, to own homes in Cypress, the City offers programs for first-time homebuyer assistance. New construction is a major source of housing for prospective homeowners and renters but generally requires public sector support for the creation of units affordable to lower income households. The following programs attempt to address the overall need for the provision of both affordable homeownership and rental housing in Cypress.

➢ **8. Home Equity Loan Program (Help I)**

The Cypress Redevelopment Agency initiated the HELP I Program in 1997 to provide funds to low and moderate-income homebuyers who wish to purchase a home within the City, including households who have not owned a home within the last three years. Loans of up to $25,000 are available to program participants for help with the down payment, including a portion of non-recurring closing costs. The City reassessed the HELP I Program in 2000, and expanded eligibility to permit mobilehome owners to participate in the program. The City has also expanded the level of redevelopment set-aside directed to this program given the demand for assistance.

Five-year Objective: The City's objective is to provide assistance to 60 first-time homebuyers over the five year planning period.

- **9. Mortgage Credit Certificate**

The Mortgage Credit Certificate (MCC) program is a federal program that allows qualified first-time homebuyers to take an annual credit against federal income taxes of up to 15 percent of the annual interest paid on the applicant's mortgage. This enables homebuyers to have more income available to qualify for a mortgage loan and make the monthly mortgage payments. The value of the MCC must be taken into consideration by the mortgage lender in underwriting the loan and may be used to adjust the borrower's federal income tax withholding. The MCC program has covenant restrictions to ensure the affordability of the participating homes for a period of 15 years. MCCs can be used in conjunction with Cypress' HELP I program.

Five-year Objective: Through the County, the City will continue to provide MCCS to qualified first-time homebuyers. The objective is to provide four (4) MCCS per year.

- **10. Affordable Housing Development**

For-profit and non-profit housing developers can play an important role in providing affordable housing in Cypress. The City has granted land write-downs, regulatory incentives, and direct financial assistance to a number of developers to provide both ownership and rental housing to low- and moderate-income households.

A major focus of the Lincoln Avenue Specific Plan is to provide for housing at key locations along Lincoln Avenue, although current market conditions do not support residential development along this corridor without some form of subsidy. The City and Redevelopment Agency could offer financial and regulatory incentives for the development of affordable housing within mixed use developments along Lincoln Avenue in support of both land use and housing goals.

Five-year Objective: The City will continue to provide financial and regulatory incentives to private developers to increase the supply of affordable housing in Cypress. Consistent with the redevelopment agency's implementation plan, the City's five year objective will be to assist in the development of 36 affordable units.

- **11. Density Bonus**

The City of Cypress has incorporated provisions into its Zoning Code (Section 9, Division 3) to allow density bonuses in return for guarantees of affordable dwelling units in new construction as provided by State law. Density increases of greater than 25 percent may be granted if a higher percentage of units beyond the minimum eligibility requirements are designated for lower income households. Prospective developers are provided with a list of standards for density bonus projects in the City, including tenant/owner income requirements, rent/mortgage limits, length of affordability, and requirements that affordable units be of comparable quality to market rate units in the project. The developer shall agree to and the City shall ensure continued affordability of all lower income density bonus units for a minimum 30-year period. These standards are enforced through a Density Bonus Agreement which serves as a contract between the City and the developer.

Five-year Objective: The City will continue to utilize density bonuses as a means of supporting the development of mixed income housing projects.

PROVIDING ADEQUATE HOUSING SITES

A major element in meeting the housing needs of all segments of the community is the provision of adequate sites of all types, sizes and prices of housing. The City's General Plan, Zoning Ordinance, and specific plans dictate where housing may locate, thereby affecting the supply of land available for residential development.

➢ 12. Land Use Element

A key element in satisfying the housing needs of all segments of the community is the provision of adequate sites for housing of all types, sizes and prices. This is an important function in both zoning and General Plan land use designations. A variety of residential types are provided for in Cypress, ranging in density from one to 20 dwelling units per acre, with higher densities achievable through the City's density bonus provisions. The residential development capacity under the Cypress Land Use Plan is adequate to meet the City's share of regional housing needs, which has been identified as 578 dwelling units over the next five years. In addition, the Lincoln Avenue Specific Plan permits multifamily residential densities above ground floor commercial uses of up to 25 units per acre.

Five-year Objective: The City will continue to provide appropriate land use designations, coupled with incentives for the development of affordable housing, to address its share of regional housing needs.

➢ 13. Residential Site Inventory

As an established City with the majority of remaining residential development opportunities to occur through infill, an active program for site identification is essential in Cypress. In conjunction with update of the General Plan and development of a computerized land use data base, City planning staff have initiated a program to maintain an inventory of vacant and redevelopable residential sites in Cypress for use by interested parties in identifying development opportunities.

Five-year Objective: The City will maintain an up-to-date residential sites inventory, and provide this inventory to interested developers.

REMOVING GOVERNMENTAL CONSTRAINTS

Under current state law, Cypress' Housing Element must address, and where legally possible, remove governmental constraints affecting the maintenance, improvement, and development of housing. The following programs are designed to mitigate government constraints on residential development and facilitate the development of a variety of housing.

➢ 14. Regulatory And Financial Assistance

Cypress has a strong track record in providing regulatory and/or financial incentives to facilitate the development of affordable housing. The City can provide the following incentives to for-profit and non-profit developers to reduce the costs of providing affordable housing: density bonus, deferral of development impact fees, flexible development standards, assistance in applying for public funds as well as any other viable means. Where direct Agency assistance is involved, the City would typically enter into a Development Agreement which may also provide regulatory relief from density, parking, and other multi-family development standards in exchange for affordable housing.

Five-year Objectives: The City will continue to offer regulatory and/or financial incentives to facilitate the provision of affordable housing by private developers. The City will periodically review all regulations, ordinances, and residential fees related to housing rehabilitation and/or construction to assess their impact on housing costs, and revise as appropriate.

➢ 15. Efficient Project Processing

The Cypress Community Development Department has a streamlined review process. Residential projects in Cypress generally receive concurrent processing and are governed by one decision-making body, thereby shortening review time and minimizing related holding costs. Nonetheless, a policy for priority processing of affordable housing project applications can assist in keeping project holding costs low.

Five-year Objective: The City will continue to offer streamline development processing, and will offer priority processing for affordable housing developments.

PROMOTING EQUAL HOUSING OPPORTUNITIES

To adequately meet the housing needs of all segments of the community, the housing plan must include program(s) that promote housing opportunities for all persons regardless of race, religion, sex, family size, marital status, ancestry, national origin, color, age, or physical disability.

➢ 16. Fair Housing Program

The City uses the services of the Orange County Fair Housing Council for fair housing outreach and educational information, fair housing complaints, tenant/landlord dispute resolution, and housing information and counseling. The role of the Council is to provide services to jurisdictions, agencies, and the general public to further fair housing practices in the sale or rental of housing. Cypress advertises the fair housing program through placement of fair housing services brochures at the public counter, and through the City's newsletter.

Five-year Objective: The City will continue to promote fair housing practices, and provide educational information on fair housing to the public. The City will refer fair housing complaints to the Orange County Fair Housing Council.

Table IMP-1
HOUSING IMPLEMENTATION PROGRAM SUMMARY

Housing Program	Program Goal	Five-Year Objective(s Time Frame	Funding Source(s)	Responsible Agency
Conserving the Existing Supply of Affordable Housing				
1. Single-Family Rehabilitation	Assist homeowners with the improvement of their homes.			
1a. Home Enhancement Loan Program (HELP II)		Provide rehabilitation assistance to 50 households.	Redevelopment Set-Aside Funds	Community Development Department
1b. County CDBG Rehab		Assist 25 households	CDBG	Orange County HCD
2. Community Rental Rehabilitation Program	Upgrade deteriorating and substandard rental properties.	Establish policies and procedures by 2002, and rehabilitate 20 units with Agency assistance.	Redevelopment Set-Aside Funds; HOME; Other Funds	Community Development Department; Orange County HCD
3. Code Enforcement Program	Bring substandard units into compliance with City codes.	Continue to operate the Code Enforcement Program.	General Fund	Community Development Department
4. Neighborhood Cleanup Program	Provide assistance for neighborhood cleanup projects.	Pursue County CDBG funds in 2000 to implement neighborhood clean-up program in targeted neighborhoods in 2001 - 2003.	CDBG	Community Development Department; Orange County HCD
5. Preservation of Assisted Rental Housing	Preserve the City's at-risk housing stock.	Preserve the affordability of the 8 lower income units at 8781 Walker Avenue.	Redevelopment Set-Aside Funds (as necessary)	Community Development Department
6. Section 8 Rental Assistance Program	Provide rental subsidies to very low-income households.	Continue current levels of rental assistance and direct eligible households to the County program.	HUD	Orange County Housing Authority
7. Rent Deposit Guarantee Program	Help income-qualified renters residing in motels to cover the initial "upfront" costs of securing an apartment.	Apply to County HCD for CDBG funds in 2000, and begin program implementation in 2001. Provide assistance to approximately 20 households.	CDBG; Redevelopment Set-Aside Funds (as necessary)	Community Development Department; Orange County HCD
Assisting in the Provision of Housing				
8. Home Equity Loan Program (HELP I)	Expand homeownership opportunities for lower and moderate-income homebuyers.	Provide assistance to 60 first-time homebuyers.	Redevelopment Set-Aside Funds	Community Development Department
9. Mortgage Credit Certificate (MCC)	Expand homeownership opportunities for lower and moderate-income homebuyers.	Provide 4 MCCs annually.	Federal Tax Credits	Orange County Community Development Commission

Housing Program	Program Goal	Five-Year Objective(s Time Frame	Funding Source(s)	Responsible Agency
10. Affordable Housing Development	Facilitate affordable housing development by for-profit and non-profit housing developers/ corporations.	Continue to provide financial and regulatory incentives to private developers. Assist in the development of 36 affordable units.	Redevelopment Set-Aside Funds	Community Development Department
11. Density Bonus	Facilitate the development of mixed income housing projects.	Continue to utilize density bonuses to support development of mixed income housing projects.	Redevelopment Set-Aside Funds (as necessary)	Community Development Department
Providing Adequate Residential Sites				
12. Land Use Element	Provide adequate sites for future housing development.	Provide appropriate land use designations, coupled with incentives for the development of affordable housing, to address the City's share of regional housing needs.	Redevelopment Set-Aside Funds (as necessary)	Community Development Department
13. Residential Site Inventory	Identify sites for future housing development.	Beginning in 2000 with the General Plan update, maintain an up-to-date residential sites inventory, and provide to interested developers.	General Fund	Community Development Department
Removing Governmental Constraints				
14. Regulatory and Financial Assistance	Facilitate the production of affordable housing through provision of regulatory and financial assistance.	Continue to offer incentives for affordable housing. Periodically review all regulations, ordinances, and fees.	Redevelopment Set-Aside Funds	Community Development Department
15. Efficient Project Processing	Provide efficient development processing procedures.	Continue to offer stream-line development processing. Offer priority processing for affordable housing developments.	General Fund	Community Development Department
Promoting Equal Housing Opportunities				
16. Fair Housing Program	Further fair housing practices in the community.	Continue to promote fair housing practices. Provide educational information on fair housing to the public. Refer fair housing complaints to the Orange County Fair Housing Council.	CDBG	Community Development Department; Orange County Fair Housing Council

Five-Year Goals Summary:

TOTAL UNITS TO BE CONSTRUCTED: 578 (107 Very Low, 73 Low, 171 Moderate, 227 Upper)

TOTAL UNITS TO BE REHABILITATED: 95 (60 Low, 35 Moderate)

TOTAL UNITS TO BE CONSERVED: Maintain current levels of Section 8 rent subsidies for very low income households. Conserve 124 low and moderate income assisted rental units. Preserve two mobile home parks (370 units).

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